



3 1761 11649615 9



Digitized by the Internet Archive
in 2023 with funding from
University of Toronto

<https://archive.org/details/31761116496159>

CA20NH4
-A56

Government
Publications

Ontario Dept. of Highways
Report. 1948/49 - 1952/53

4806

ANNUAL REPORT

OF THE

Department of Highways

ONTARIO

FOR THE FISCAL YEAR ENDING MARCH 31st

1949

1948/49 - 1952/53

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

SESSIONAL PAPER No. 32, 1950

TORONTO

Printed and Published by Baptist Johnston, Printer to the King's Most Excellent Majesty
1949



CONTENTS

| | Page |
|---|------|
| Highways of Ontario, by J. D. Millar, Deputy Minister..... | 10 |
| Report of Highways Accountant, by John Smith, Accountant..... | 17 |
| Report of Gasoline Tax Branch, by J. H. Robinson, Chief Inspector Gasoline Tax | 18 |
| Report of Miscellaneous Permits Branch, by C. G. Fairs, Supervisor..... | 19 |
| Report of King's Highway Operation, by A. A. Smith, Chief Engineer..... | 20 |
| Report on Municipal Roads, by J. A. P. Marshall, Chief Municipal Engineer..... | 87 |
| Appendices: | |
| 1. Department Expenditure on King's Highways, Development Roads, Roads in Un- incorporated Townships, etc., by Counties and Districts..... | 105 |
| 2. Department Expenditure by Roads..... | 126 |
| 3. Schedule of Assumptions and Revisions..... | 128 |
| 4. Bridges Completed During 1948..... | 130 |
| 5. Growth of County Road Expenditure and Provincial Grants..... | 132 |
| 6. County Road Mileage and Expenditure..... | 133 |
| 7. Summary of County Road Expenditures..... | 134 |
| 8. Summary of Road Expenditures in Organized Townships..... | 136 |
| 9. Mileage of Road Surfaces at the End of 1948..... | 138 |
| 10. Summary of Expenditures on Urban Streets..... | 140 |
| 11. Types of Surfaces of The King's Highways..... | 141 |
| Report of Motor Vehicles Branch, by J. P. Bickell, Registrar..... | 142 |

O N T A R I O

DEPARTMENT
ORGANIZATION
1948

OF HIGHWAYS CHART



DEPARTMENT OF HIGHWAYS — ONTARIO
Municipal Roads Staff — 1949

E. D. EVANS, K. G. GOULD, W. W. CLYMER, J. G. TILLCOCK, T. L. SMITH, L. TEETZEL, J. V. LUDGATE, A. N. FELLOWS, E. D. RICHARD, J. A. COOMBS
W. J. SMITH, W. J. SPAIN, M. H. HAMILTON, D. A. GORRIE, T. C. SWARTMAN, C. R. WILMOT, F. R. MARSHALL, GEO. M. BRUCE
W. T. HOPPER, J. P. HOWARD, E. F. MARSTON, D. S. SPENCE, T. S. CALDWELL, T. MAGLADERY, N. M. COOKE, T. W. LEE
MISS S. WICKS, MISS N. GAMEY, W. G. GIBSON, H. T. EATON, H. A. SMAIL, L. A. BOUCHER, MISS L. LINDSAY, MISS D. MATHIESON
J. SINTON, F. M. HIGGINS, H. IRWIN, J. D. MILLAR, HON. GEO. H. DOUCETT, J. A. P. MARSHALL, J. M. MACINNIS, A. SEDGWICK

TO THE HONOURABLE RAY LAWSON, O.B.E.
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:—

The undersigned has the honour to transmit the Annual Report of the Department of Highways, Ontario, for the fiscal year ending March 31st, 1949.

Respectfully submitted,

Geo. H. Doucett,
Minister.

Department of Highways, Ontario.

Toronto, October 25th, 1949.

TO THE HONOURABLE GEO. H. DOUCETT,
Minister of Highways, Ontario.

Sir:—

I have the honour to present herewith Report on the activities of the Department of Highways for the Fiscal Year ended 31st March, 1949.

The Report covers operations and functions performed by the various branches, including King's Highways, Municipal Roads, Bridge Construction, Accounting, Gasoline Tax and Motor Vehicles.

I have the honour to be, Sir,

Your Obedient Servant,

J. D. Millar,
Deputy Minister.

Department of Highways, Ontario.

Toronto, October 25th, 1949.



The Late C. K. S. MacDonnell

In Memoriam

C. K. S. MacDonnell

The Department suffered a double bereavement during the past year in the sudden deaths of two of its senior division engineers.

On May, 31st, his many friends in the Department and amongst the road-building fraternity throughout the Province were shocked by the sudden death, at his home, of C. K. S. MacDonnell, division engineer at Sudbury, a member of the Department's engineering staff for twenty-eight years.

Born at Collingwood on May 13th, 1883, Mr. MacDonnell attended high school at Chatham, St. Mathews Academy, and the University of Toronto. After graduating as an engineer, Mr. MacDonnell was engaged, from 1905 to 1909, in railway construction and maintenance in Texas, Mexico and western Canada. He then turned to private practice at Barrie and Collingwood. Mr. MacDonnell served with the Canadian forces in World War 1 and, after the war's end, continued service with the militia. In 1920 he resumed his private practice, but on October 1st of that year joined the Department as division engineer at Chatham. On December 1st, 1942, he moved to Huntsville in a similar capacity and in November, 1943, he was transferred to Sudbury as division engineer. He was a member of the Professional Engineers of Ontario.

In his death the Department loses an admired and capable employee.

In Memoriam

A. L. McDougall

The second bereavement of the year suffered by the Department from amongst its staff of division engineers came on December 7th with the passing at his home, following a short illness, of A. L. McDougall, division engineer at Blind River, and which brought sorrow to his many friends in the Department and amongst the road builders of the Province.

Born at Renfrew on November 23rd, 1881, Mr. McDougall received his early schooling there and at Ottawa before entering the University of Toronto. After leaving university he spent the years 1902-05 with the T. & N.O.R.R. at Cochrane and the following three years he was locating engineer for the Trans-continental Railway. In 1908 he was employed as chief engineer for a contracting firm and between 1913 and 1916 was a contractor. He served with the Canadian forces in World War 1 and, after the cessation of hostilities, was employed by the H.E.P.C. for three years. From 1921 to 1925 he was again with the T. & N.O.R.R. and then spent several years with a construction firm engaged in the location and construction of power plants.

On October 1st, 1934, Mr. McDougall joined the former Department of Northern Development and was employed in the Colonization Roads Branch. Following the amalgamation of that Department with the Department of Highways in 1937, Mr. McDougall remained on the engineering staff at Head Office until September 1st, 1937, when he was appointed division engineer at Blind River. He was a member of the Professional Engineers of Ontario.

In his death the Department loses an admired and capable employee.



Motofists Making Use of One of the Department's Roadside Tables

HIGHWAYS OF ONTARIO

J. D. Millar, Deputy Minister

In the period covered by this Report for the fiscal year ending March 31, 1949, both revenue and expenditure of the Department again reached a new high. The cost to the Province for highway construction, maintenance and financial assistance to the municipalities totalled approximately \$68,600,000. Receipts from all sources totalled approximately \$68,300,000. In the three complete fiscal years since the end of the war the following shows the balance which has been kept between expenditure and revenue:

| YEAR | APPROXIMATE REVENUE | APPROXIMATE EXPENDITURE |
|-------------------|---------------------|-------------------------|
| 1946-47 | \$ 45,000,000. | \$ 45,800,000. |
| 1947-48 | 62,300,000. | 62,500,000. |
| 1948-49 | 68,300,000. | 68,600,000. |
| THREE YEAR TOTALS | \$175,600,000. | \$176,900,000. |

It will be noted that for the first time an assessment was made for the Unsatisfied Judgment Fund. While shown in the Receipts and Disbursements of the Department, this Fund is the motor vehicle owners' own insurance policy to guarantee repayment where the operator at fault is unable to meet his obligations. As shown in the report of the Motor Vehicle Branch, the assessment of fifty cents per driver provides an amount sufficient to meet claims against the Fund for a two year period under present conditions, unless there is a substantial increase in the number of claims received.

While no individual large projects were undertaken during the year, the report of the Chief Engineer shows that steady progress is being made in modernizing and expanding the King's Highway system. Grading and bituminous paving work has predominated as cement and steel shortages still handicap the building of bridges and laying of concrete pavements. New pavement surface of various types was laid on 340 miles of gravel road and an additional 168 miles of bituminous cover was applied on old pavements. A total of 508 miles of improved driving surface was thus made available to the motorist during the year. A list of comparable figures for the three complete fiscal years since the end of the war is of interest:

| YEAR | NEW PAVEMENT LAID | OLD PAVEMENT RESURFACED | TOTALS |
|-------------------|-------------------|-------------------------|--------|
| 1946-47 | 292 | 168 | 460 |
| 1947-48 | 372 | 121 | 493 |
| 1948-49 | 340 | 168 | 508 |
| THREE YEAR TOTALS | 1,004 | 457 | 1,461 |

Grading, both on new projects and for the improvement of existing roads, was carried out on more than 500 miles. This is comparable to the 443 miles of similar work completed in the previous year.

A relatively mild winter enabled snow plowing costs to be kept to a minimum but the figure of more than 470,000 tons of sand and 40,000 tons of chemical used for ice control gives an indication of the effort made to ensure safe driving conditions in the winter season. The winter road reporting service was again expanded and the teletype introduced to augment the mobile telephones installed during the previous year. A notable feature of the maintenance work was the start of the installation of larger direction signs at main intersections.

The Report of the Municipal Roads Branch shows that subsidies in aid of municipal road improvement totalled nearly \$16,800,000. as compared with \$14,800,000. in 1947 and \$8,900,000. in 1946. An indication of the increase of subsidy to municipalities is contained in the figure of \$2,807,894. paid to the 29 cities and 5 separated towns. This is greater than the total of \$2,787,000. paid to all counties and townships in 1935.

Over 55 per cent of all subsidy was paid on interim returns, at considerable saving in interest charges to the municipalities. Development Road expenditures increased from \$430,000. in 1947 to \$1,480,000. in 1948. A substantial portion of this work was carried out by the municipal forces but the larger projects were done by the Department, usually under contract, in the same manner as the King's Highways. The equipment pool was further augmented to place more than 100 units at the disposal of the municipalities.

The Report of the Motor Vehicles Branch shows that revenue reached approximately \$15,000,000. as compared with \$14,600,000. in the previous year. Figures for the calendar year of 1948 show that there are approximately 870,000 vehicles (of which 159,000 are commercial) and 1,200,000 drivers licensed in the Province. The most substantial increase in vehicles is in the commercial (15.5%) and in motorcycles (17.0%). Commercial vehicles have increased steadily in number, now representing 18 per cent of the total as compared with 14 per cent in 1944. Though representing only 18 per cent of the number of vehicles licensed, these pay more than half the total license fees.

Although the increase in fatal accidents recorded during the year is not in proportion to the increase in vehicle and driver registrations, the statistics of the Accident Recording Division are still grim reading. A total of 740 persons lost their lives in 1948 and 14,970 were injured. A catastrophe in Ontario such as an explosion or an earthquake leaving this number of dead and injured would be front page news in every newspaper in the world. Because the list is compiled day by day, hour by hour, the shocking facts cannot be driven home to the more than a million licensed drivers in the Province. Increased efforts must be made by every safety organization to control the menace of carelessness that brings injury and sudden death without warning in the grinding crash of an automobile accident.



Dispatcher on Night Staff Compiling Winter Road Information Data. From the beginning of November until the end of March the Department Operates a Winter Road Information Service
On a 24 Hours a Day 7 Days a Week Schedule

REPORT OF THE HIGHWAYS ACCOUNTANT

By John Smith, Chief Accountant

To J. D. MILLAR, Esq.,
Deputy Minister of Highways

The following is a summary of the Receipts and Disbursements of the Department of Highways for the fiscal year, April 1st, 1948 to March 31st, 1949:

RECEIPTS

| | |
|-----------------------------------|-----------------|
| Gasoline Tax Branch..... | \$52,573,231.40 |
| Motor Vehicles Branch..... | 15,032,938.72 |
| Permits: Garages, Signs, etc..... | 163,898.50 |
| Unsatisfied Judgment Fund..... | 477,850.00 |
| Miscellaneous..... | 74,677.81 |
| | \$68,322,596.43 |

DISBURSEMENTS

| | |
|---|-----------------|
| King's Highways, Development Roads, etc..... | \$46,661,717.31 |
| Roads in Unincorporated Townships, etc..... | 693,000.86 |
| Development Roads, Part IVB, H.I.A..... | 1,562,307.63 |
| | \$48,917,025.80 |
| Subsidies in aid of County Roads..... | 6,204,787.15 |
| Subsidies in aid of Township Roads and Indian Reserves..... | 7,760,796.27 |
| Subsidies in aid of Cities, Towns and Villages..... | 2,807,894.10 |
| Unsatisfied Judgment Fund..... | 254,266.46 |
| Miscellaneous..... | 2,652,117.46 |
| | \$68,596,887.24 |

REPORT OF GASOLINE TAX BRANCH

By J. H. Robinson, Chief Inspector Gasoline Tax

Memorandum to J. D. MILLAR, ESQ.,
Deputy Minister of Highways.

The following data for the Fiscal Year 1948-49 is respectfully submitted:

GROSS REVENUE

| | |
|--|-----------------|
| Receipts from Vendors under Agreement..... | \$61,094,180.72 |
| Receipts from Importers..... | 129,627.72 |
| Receipts re Fuel Oil Consumption..... | 473,251.71 |
| Receipts re Miscellaneous Items..... | 26,937.62 |
| Tax recovered re Bad Debt Deductions..... | 3,919.11 |
| | \$61,727,916.88 |

REFUNDS

| | Per Cent | Number of Claims | | Value |
|------------------------------------|-------------|---------------------|----|-----------------|
| Airplanes..... | 6.5 | 818..... | \$ | 595,499.18 |
| American..... | 0.7 | 1,197..... | | 67,257.14 |
| Cities & Towns..... | 0.3 | 284..... | | 24,482.05 |
| Cleaning..... | 2.3 | 1,476..... | | 208,257.41 |
| Contracting..... | 3.8 | 1,672..... | | 351,156.71 |
| Farming..... | 54.6 | 116,693..... | | 5,005,632.82 |
| Federal Government..... | 0.7 | 158..... | | 63,772.36 |
| Lumbering..... | 4.5 | 1,563..... | | 406,753.30 |
| Manufacturing..... | 18.4 | 2,856..... | | 1,683,994.08 |
| Miscellaneous..... | 0.1 | 5..... | | 6,401.34 |
| Motor Boats..... | 3.2 | 6,607..... | | 295,378.30 |
| Railways..... | 1.0 | 110..... | | 92,787.54 |
| Stationary Engines..... | 3.9 | 8,024..... | | 359,594.09 |
| | | 141,463 | | \$9,160,966.32 |
| NET REVENUE FROM GASOLINE TAX..... | | | | \$52,566,950.56 |

GASOLINE HANDLING LICENSES

| | Number Issued for the Calendar year 1948 | | |
|------------------------|--|----|-----------------|
| Agents..... | 2 | \$ | 50.00 |
| Importers..... | 58 | | 49.00 |
| Mixers..... | 153 | | 151.00 |
| Refiners..... | 9 | | 8.00 |
| Transporters..... | 2,038 | | 2,273.66 |
| Wholesalers..... | 800 | | 3,749.18 |
| Retailers..... | 12,246 | | 0 |
| | 15,306 | | \$6,280.84 |
| TOTAL Net Revenue..... | | | \$52,573,231.40 |

The gross revenue increased 12.9% and the net revenue increased 10.9% over the previous fiscal year.

The amount of gasoline tax refunded increased 26.3% and the number of claims increased by 19,315 over the previous fiscal year. The amount of tax refunded for the fiscal year 1948-49 amounted to 14.8% of the gross revenue received.

The taxable gallonage amounted to 564,657,509 gallons which represents an increase of 57,592,888 gallons or 11.3% over the previous fiscal year. The gallonage on which tax was refunded amounted to 83,303,477 gallons, which represents an increase of 14,091,704 gallons or 20.4% over the previous fiscal year. Fuel oil taxable gallonage amounted to 4,280,453 gallons which represents an increase of 336,803 gallons or 8.5% over the previous fiscal year.

REPORT OF THE MISCELLANEOUS PERMITS BRANCH by C. G. Fairs—Supervisor

To: J. D. MILLAR, Esq.,
Deputy Minister of Highways.

I have the pleasure to submit the following 1948-49 Fiscal Year Report:

BUILDING PERMITS

| | |
|-------------------------------|-----------------|
| Number of Permits issued..... | 3447 |
| Value of Buildings..... | \$20,315,046.00 |

PUBLIC GARAGE LICENCES

| | |
|-----------------------------------|--------------|
| Licences Issued—Class "A"..... | 6201 |
| Business Transfers Class "A"..... | 164 |
| Licences Issued—Class "B"..... | 3729 |
| Business Transfers—Class "B"..... | 63 |
| TOTAL RECEIPTS..... | \$ 82,187.00 |

GASOLINE PUMPS—King's Highway Outlets only.

| | |
|---|--------------|
| Licences Issued \$25.00 (Curb)..... | 397 |
| Licences Issued 5.00 (8 ft. to 25 ft. from Highway Boundary)... | 3746 |
| TOTAL RECEIPTS..... | \$ 49,800.00 |

SIGN LICENCES

| | |
|--|--------------|
| Licences Issued—\$15.00..... | 438 |
| Licences Issued— 7.50..... | 1782 |
| Licences Issued— 1.00..... | 1413 |
| Licences Issued—\$15.00 (Illuminated Signs)..... | 56 |
| Licences Issued— 7.50 (Illuminated Signs)..... | 65 |
| Licences Issued— 1.00 (Illuminated Signs)..... | 74 |
| TOTAL RECEIPTS..... | \$ 31,911.50 |

Licence fees received, as indicated above, will coincide with the Treasury Department Receipts for the Fiscal Year 1948-49.

Garage, Gasoline Pump and Sign Licences, also Building Permits are the issue as of the calendar year, January 1st to December 31st, 1948.

Annual Report for 1948

KING'S HIGHWAYS OPERATIONS

A. A. Smith, Chief Engineer

During the war years, due to war time restrictions, labour and material shortages, this Department could not properly maintain the Highways and it was gratifying to realize that the motoring public understood the situation and by decreasing speed, in driving, and exercising care the Province came through that period with a fairly good record despite the tension and excitement caused by the war. Trucking and truck loads reached a maximum; of course, some regulations regarding loads were eased, in aid of the war effort, but the Department backed the war effort to the limit as did the Motoring Public and the result was that when the war was over the Province was faced with a huge maintenance and repair problem on its highways.

During 1948 by grading, gravelling and building culverts 501 miles of highways were improved or constructed and granular base was placed on 401 miles. One hundred and ten miles of hot mix asphalt pavement was laid. Among major grading projects was the revision of No. 11 Highway between Severn and Gravenhurst, on three miles of which a mulch surface was laid; that on 16 miles of No. 24 Highway between Shelbourne and Duntroon; and that on ten miles of No. 17 Highway between Haleys and Pembroke. In the north, the realignment of 25 miles of No. 17 Highway between Thessalon and the end of pavement east of Sault Ste. Marie was underway and No. 17 Highway was extended 12.7 miles east from Schreiber to Terrace Bay, the site of a hydro development. The Des Joachims revision along the Ottawa River was completed and opened to traffic.

A hot mix plant was operated by the Department in the North Bay Division from which 31 miles of pavement were laid on No. 17 Highway between North Bay and Deux Rivières. Other larger hot mix paving projects included eight miles on No. 7 Highway between Madoc and Actinolite; a total of 16.1 miles on No. 15 Highway between Carleton Place and Lombardy and 14.5 miles on No. 59 Highway between Woodstock and Norwich. Eighteen miles of mulch were laid at the Western end of Algonquin Park to complete the paving of No. 60 Highway. A total of 51 miles of mulch was also laid on highways in the Bancroft Division where, until recently, pavements were unknown. Fifteen miles of mulch was laid on No. 41 Highway south from Kaladar, twelve miles on No. 70 Highway between Mac Lake and Sioux Narrows and ten miles on No. 17 Highway between Blind River and Cutler. A total of 229 miles of road mix mulch pavement was laid; 168 miles of pavement resurfaced with asphalt and surface treatment applied on 771 miles. Over 2000 miles of gravel highways were treated with asphaltic prime or calcium chloride dust layers.

Tourist routes were given special attention as early in the season as possible so that all parts of the Province would be open and pleasant for motoring tourists. Four hundred and seventy-three roadside picnic places and 701 tables were maintained and were found to be most useful to large numbers of motorists. Over 1700 acres of off-road park areas were maintained and the public took full advantage of and enjoyed the privileges provided in these areas, which included 512 tables and benches, as well as cooking equipment, wood and sanitary arrangements.

During the winter season over 9000 miles of roads were kept open and 471,000 tons of sand, 35,000 tons of salt and nearly 7,000 tons of calcium chloride was



New Large Direction Signs Erected at Major Intersection Points Indicate More Clearly Direction to Principal Destinations



New Direction Sign to Give Advance Warning Erected Ahead of Intersection



On Wider Pavements The New Direction Signs to Give Advance Warning are Placed on Both Sides of Highway

applied on the highways to relieve ice conditions. Later in this report a list of the equipment added in 1948, to take care of winter and routine maintenance, is given. This is the reason that the highways are practically always open for traffic during the winter. Of course, occasional heavy storms will temporarily tie up sections of highways but equipment is available to open these sections as soon as weather conditions permit.

The winter of 1948-1949 was not severe with regard to snow but ice conditions were bad; the maintenance crews were able to overcome this difficulty by the extensive application of chemicals, which enabled the Department to maintain bare pavements throughout most of the winter in the southern portions of the province.

The providing of bare pavements, during the winter, has brought the problem of winter patching to the fore and considerable experimenting was done, with a view to providing satisfactory winter patching aggregate. In the Owen Sound Division a number of experimental snow fences were installed and it was found that by erecting the fence a few feet from the ground and on an incline, cuts which formerly had given a great deal of trouble, through drifting, could be kept comparatively free of snow. The planting of snow hedges was continued. Routine maintenance was carried out on all highway systems.

To keep check on truck loads 28 scale houses were maintained and three others built. Sixteen storage places for maintenance equipment were built and 11 more railway crossings were protected by the installation of flashing lights.

The Department is continually experimenting with weed killers of different types and getting good results which are shown where these treatments have been applied. This work is still in the experimental stage.

The route numbering and signing throughout the Province was extensively improved. A new departure was made in the building of large, reflectorized direction signs at main intersections. Extensive zone striping was carried out on the main highways which contributed greatly to the feature of safety.

The motoring public was kept informed as to highway conditions, construction activities, detours, etc. throughout all but the winter season by means of the Department's Official Weekly Road Bulletin. From the first of November to the end of March information as to how weather conditions were affecting the highways was made available to the public through the use of telegraphic, telephone and teletype reports. This service, in which the Metrological Bureau co-operated, was continued on a 24-hour, seven day a week basis at Head Office and extended on the same basis at all division offices.

SUMMARY

The labour situation had improved somewhat since 1947 but there was still a decided shortage in the material market. This limited the construction and maintenance operations of the Department but full advantage was taken of materials available and a considerable amount of important work was either finished or undertaken on King's Highways and Secondary Roads.

A summary of the work done follows:—

| | | |
|--|--------------|--------------|
| Grading, Gravelling and Culverts on..... | 501 | Miles |
| Granular Base placed on..... | 401 | " |
| Number of Bridges built..... | 26 | Units |
| Concrete Pavement built (22' wide)..... | nil | |
| Concrete Base, asphaltic Top..... | nil | |
| Bituminous Hot Mix Pavement..... | 110.45 | Miles |
| Bituminous Road Mix Mulch Surface..... | 229.15 | " |
| Bituminous Cold Mix Surface..... | nil | |
| Bituminous Resurfacing of Old Pavements..... | 168.38 | " |
| Bituminous Surface Treatment..... | 771.58 | " |
| Bituminous Prime on Gravel Surfaces..... | 2,012.73 | " |
| Calcium Dust Layer on Gravel Surfaces..... | 1,486.39 | Tons |
| Crushed Gravel and Stone..... | 1,706,318.00 | " |
| Right-of-Way Fence erected..... | 400.59 | Miles |
| Snow Fences erected, dismantled and stored..... | 1,494.81 | " |
| Sand for winter maintenance..... | 471,103.00 | Tons |
| Salt used for de-icing roads..... | 35,289.0 | " |
| Calcium Chloride used for de-icing and dust layer..... | 6,803.0 | " |
| Roads snow-ploughed and kept open..... | 9,197.69 | " |
| Equipment Storage houses erected..... | 23 | Units |
| Shrubs distributed from D.H.O. Nursery at Midhurst..... | 61,506 | " |
| Maintenance of Roadside Picnic Places, numbering..... | 473 | " |
| Maintenance of Tables and Benches in Roadside Places, numbering to date..... | 701 | " |
| Maintenance of Off Road Park Areas (Totalling)..... | 1,703.00 | Acres |
| Maintenance of Tables and Benches in Off Road Parks number placed to date..... | 512 | Units |
| Maintenance of Snow Hedges planted to date..... | 59.05 | Miles |
| Routine Maintenance of King's Highways on..... | 7,626.4 | " |
| Routine Maintenance of Secondary Roads on..... | 2,704.4 | " |
| Routine Maintenance on Development Roads on..... | 5,425.6 | " |
| Maintenance of Scale Houses..... | 28 | Units |
| Flashing light protection at Railway Crossings..... | 11 | Installation |

Summary By Highways

GRADING, GRANULAR BASE, GRAVELLING AND CULVERTS—KING'S HIGHWAYS

| Highway No. | | Miles |
|-------------|--|-------|
| 2 | An 8' x 4'—66 Concrete Culvert was built in Lot 6, Ekfrid Twp..... | |
| 2 | Commenced Grade Revision West of Prescott..... | 1 |

| Highway No. | | Miles |
|--------------|---|-------|
| 2 | Completed Grading and Granular Base, Prescott By-Pass..... | 3.1 |
| 2 | Grading completed East and West of Newcastle on three diversions..... | 2.8 |
| 2A | | |
| Service Road | Grading and Granular Base course from Highland Creek Overpass to Scarborough Town Line..... | 1.25 |
| 3 | In Lot 10 Aldborough Twp., a 10' x 6' concrete culvert was extended 56 feet | |
| 5A | Regrading and Granular Base between Dawes Road and Highway No. 2; 59% complete on..... | 5.13 |
| 6 | Completed from Tobermory South..... | 4 |
| 7 | Grading done and Granular Base laid on Victoria Street East of Kitchener connecting with Highway No. 7..... | 1 |
| 7 | Granular Base laid between Madoc and Actinolite (48,500 cu. yds.)..... | 8.1 |
| 7 | Granular Base laid west of Woodhill between Brampton and Hwy. No. 27 on | 0.3 |
| 7A | Granular Base and Graveling on scattered sections between Junction of Hwys. No. 28 and 7A to Caesarea Turn for..... | 11.5 |
| 10 | Regrading and Granular Base at Derry West on..... | 1.06 |
| 11 | Grading and Graveling on a revision just North of Latchford completed (commenced in 1947)..... | 2.5 |
| 11 | Grading and Graveling on a revision South of Matheson completed (commenced in 1947)..... | 11.0 |
| 11 | Grading and Graveling on an extension of above was completed..... | 6.0 |
| 11 | Completed ditching Kapuskasing to Hearst..... | 50.0 |
| 11 | Granular Base 5,000 tons per mile and graveling 2,000 tons per mile was completed between Cochrane and Devonshire and between Smooth Rock Falls and Fauquier..... | 22.0 |
| 11 | Crushed Gravel 100,200 tons was placed between Fauquier and Hearst and 80,000 tons stock piled (180,200 tons)..... | 20.0 |
| 11 | Severn River to Northerly limits of Gravenhurst, 95% complete..... | 11.0 |
| 11 | South of Huntsville, 85% complete..... | 2.75 |
| 11 | South of South River, complete..... | 2.75 |
| 15 | Completed Grading and Granular Base between Carleton Place and Innisville..... | 5.5 |
| 15 | Completed Heavy Grading and Granular Base Seeley's Bay to Joyceville... | 5.3 |
| 15 | Completed Heavy Grading and Granular Base Carleton Place Cut-off... | 1.9 |
| 17 | Completed 85% Grading and Crush Rock Base Greens Creek easterly..... | 5.3 |
| 17 | Completed Grading and Granular Base Arnprior Westerly..... | 2.3 |
| 17 | Completed Grading and Granular Base one-half mile East of Pembroke Easterly..... | 6.5 |
| 17 | Completed Grading and Granular Base Haley's Westerly..... | 2.5 |
| 17 | Completed Grading and Granular Base Cobden Easterly..... | 1.0 |
| 17 | Work commenced on one revision 5.5 miles West of Blind River..... | 0.4 |
| 17 | Work was commenced on one revision 0.5 miles East of Iron Bridge..... | 1.2 |
| 17 | Work was continued but not completed on the 11.5 miles section between Thessalon and Bruce Mines..... | |
| 17 | Granular Base was placed on a stretch of Highway between Bruce Mines and Pine Island..... | 14.0 |
| 17 | Work was completed on rebuilding and revision of 12.7 miles of highway made necessary due to Hydro Development..... | |
| 17 | Two Overhead Crossings of the C.P.R. were built. Commencement was made on construction of 8 miles of Highway east of Terrace Bay..... | |
| 17 | Grading was commenced on the Argo Diversion at Savanne..... | 1.0 |
| 17 | Frost boil excavation. Grading and placing Granular Base; Dinorwic to 30 miles west of Ignace..... | 20.0 |
| Reddit | Also from Longbow Corners to Vermilion Bay..... | 47.0 |
| | From 1 Mile North of Kenora to 4 miles North of Kenora | |
| | Grading and culvert construction was completed..... | 3.0 |
| 18A | Graveling from Kingsville to Malton Centre..... | 19.6 |
| 21 | Grading done and Granular Base laid from Goderich South..... | 5 |
| 21 | Grading completed West of Owend Sound..... | 4 |
| 24 | Grading completed West of Duntroon..... | 5 |
| 24 | Grading 90% completed from 5 miles South of Duntroon Southerly..... | 4.5 |
| 24 | Grading 90% completed from Highway No. 10 Northerly, exclusive of the Village of Hornings Mills..... | 5.4 |
| 27 | Granular Base and Shouldering South of Malton Road for..... | 1.1 |
| 27 | Granular Base and Ditching from Malton Side Road Northerly to Hwy. No. 49..... | 10.3 |
| 29 | Completed Grading and Granular Base Almonte to Pakenham..... | 9.75 |



Zone Striping of Two Lane Highway. Where Solid White Line is On Your Side of The Centre, Crossing of Line is Prohibited: Where Dotted White Line is on Your Side of The Centre, Crossing of Line is Permitted if Highway is Clear Ahead



Zone Striping of Four Lane Highway. Double Solid White Lines Mean No Crossing By Any Traffic

| Highway No. | | Miles |
|-------------|--|-------|
| 35 | Grading, Granular Base and culverts completed Rosedale North for | 2.5 |
| 35 | Grading, Granular Base and culverts from Orono North. | 5.0 |
| 37 | Completed Grading and Granular Base, South from Tweed. | 4.0 |
| 41 | Reshaped Subgrade Dacre to Denbigh. | 28.0 |
| 41 | Completed Grading and Granular Base Way's Corner and Robindale. | 6.5 |
| 45 | Grading, Granular Base and Culverts, Baltimore North including a diversion south of Baltimore started in 1947 and completed in 1948. | 5.0 |
| 46 | Grading, Granular Base and Culverts, Highway No. 7 to Woodville completed from last year on. | 5.6 |
| 47 | Granular Base laid East of Uxbridge. | 2.92 |
| 47 | Granular Base laid West of Stouffville. | 2.4 |
| 50 | Between Bolton and Highway No. 9 Heavy Grading and Granular Base course was started and 61% completed on. | 9.0 |
| 57 | Grading completed between Beckett's Bridge and Wellandport. | 6 |
| 57 | Grading completed except trimming and some ditching between Wellandport and Bismark. | 3 |
| QEW | Granular Base completed Niagara Falls to Fort Erie. | 18 |
| 60 | Regrading East approach to Shrine Hill from 2 miles East to Wilno. | |
| 62 | Reshaped Subgrade from 4 miles South to 21 miles South of Bancroft. | 17.0 |
| 62 | Granular Base placed from 4 miles south to 21 miles South of Bancroft (50,000 cu. yards). | 17.0 |
| 62 | One 6' x 6' Concrete Culvert was built 1 mile South of Bancroft. | |
| 62 | Regrading completed from Madoc through Eldorado (40% done last year). | 7.0 |
| 66 | Road raised through a low area to prevent flooding. | 0.7 |
| 66 | Crushed Gravel put in stock piles for maintenance 10,001 tons. | |
| 67 | Crushed Gravel Porquios Junction to Hoyle—30,005 tons. | 20.0 |
| 67 | Crushed Gravel Barbers Bay Road—Part in stock piles. | 6.0 |
| 67 | Also placed Granular Base Course "B"—24,242 cu. yards. | |
| 70 | Grading and Culvert placing commenced from Finland to 6 miles South. | |
| 70 | Gravel fill, Mac Lake Sink Hole, 36 miles South Kenora 25,000 cubic yards | |
| 70 | Granular Base placed between Mac Lake and Sioux Narrows. | 3 |
| 73 | Culverts were built between Aylmer and Mount Bruce in preparation for Grading. | 4 |
| 74 | Grading commenced South of Belmont Village on. | 4 |
| 74 | Culverts were completed on this section. | |
| 79 | Regrading from Watford South. | 7.2 |
| 79 | Grading and Culverts commenced from Alvinston South. | 7.52 |
| 79 | Gravelling Bothwell to Alvinston. | 14.3 |
| 81 | Grading and culverts commenced from Parkhill North. | 5.2 |
| 81 | Grading, Granular Base and Culverts were completed between Mount Brydges and Strathroy a distance of. | 6.4 |
| 87 | Grading and Granular Base commenced East and West of Wroxeter. | 8 |
| 87 | Grading and Granular Base completed. | 4 |
| 89 | Regrading and Granular Base course was completed between Cookstown and Alliston. | 7.9 |
| 101 | Grading and Gravelling easterly from Matheson completed (Commenced in 1947). | 12.0 |
| 105 | Grading and Culverts completed from Red Lake to Madsen and Starratt-Olson. | 8.0 |
| Quibell Rd. | Grading and culverts completed. | 15.0 |
| | Grading was completed on 3.8 miles from Sarnia Bridge to Perch Creek | |
| | Granular Base was completed on 3.8 miles from Sarnia Bridge to Perch Creek | |

Secondary and Other Roads

| Division No. | | Miles |
|--------------|--|-------|
| 8 | CLARENDON ROAD | |
| | Grading and Gravelling. | 2.5 |
| 8 | CHAFFEY'S LOCKS ROAD | |
| | Completion of Grading and Gravelling. | 5.5 |
| 8 | IVY LEA-LANSDOWNE ROAD | |
| | Commenced work on this development road. | 2.6 |
| 8 | SMITH'S FALLS EASTERLY TO NORTH GOWER | |
| | Commenced Grading and Widening. | 19.5 |
| 0 | BURNSTOWN TO CALABOGIE ROAD | |
| | Four sections. | 1.03 |



Planting Evergreen Shrubs for Snow Hedge on No. 9 Highway Near Grand Valley



Snow Hedge Planting on No. 9 Highway West of Orangeville



Filling Behind Rock Breakwater to Control Erosion of Shoreline Along No. 2 Highway East of Burlington



Spraying with Chemicals to Control Ragweed Along Highways.

| Division No. | | Miles |
|--------------|--|-------|
| 9 | DARLING TOWNSHIP | |
| | Grading with bulldozer..... | |
| 9 | HIGHWAY No. 17 TO KELLY'S CORNERS | |
| | One diversion graded between Highway No. 17 and Douglas..... | |
| 9 | BAGOT TOWNSHIP ROAD (DEVELOPMENT) | |
| | Day labour grading and gravelling..... | |
| 9 | EGANVILLE TO PEMBROKE—RENFREW COUNTY | |
| | County Roads No. 5 and No. 10..... | 23.0 |
| 10 | COE HILL TOWARDS HIGHWAY No. 62 | |
| | Completed 50% done in 1947..... | 4.0 |
| 10 | HIGHWAY No. 41 TOWARDS MATAWATCHAN | |
| | Completed. Commenced in 1947..... | 8.0 |
| 11 | | |
| 12 | | |
| 13 | | |
| 14 | TIMMINS SOUTH WEST ROAD | |
| | Grading commenced—completed..... | 6.0 |
| | Rough Graded..... | 7.0 |
| 14 | MATACHEWAN—SWASTIKA ROAD | |
| | Westerly from Matatchewan, commenced last year, completed..... | 8.0 |
| 17 | SUDBURY-CAPREOL ROAD | |
| | On a section of this road, grading completed..... | 3.5 |
| 17 | MISSINABIE TO RENABLE MINE | |
| | This road improved. Road completed Renable Mine to Dulma Mine... .. | 1.3 |
| 17 | ROAD SOUTH OF CHAPLEAU | |
| | Mile 43 to Mile 51 under construction..... | 8.0 |
| 17 | ROAD SOUTH OF CHAPLEAU | |
| | Contract awarded for construction from Mile 51 to Mile 64.5..... | 13.5 |
| 17 | | |
| 17 | Clearing and bridge construction started on this latter section..... | |
| 17 | MANITOULIN ISLAND | |
| | A diversion West of Gore Bay at Indian Point was completed. Grade revision carried on Little Current to Gore Bay in the vicinity of West Bay .. | 3.0 |
| 18 | THESSALON-WHARNCLIFFE ROAD | |
| | Grading completed on a section of road, 15 miles of this leads to Hydro Development at Mississagi River and the balance places the road above levels flooded by Hydro..... | |
| 18 | HIGHWAY No. 17 TO ST. JOSEPH'S ISLAND | |
| | Work was started on this road on..... | 3.4 |
| 18 | ROAD FOR HYDRO DEVELOPMENT, CAMERON FALLS TO PINE PORTAGE | |
| | Grading completed this year on..... | 12.5 |
| 19 | ROAD FROM PORT ARTHUR TO TWIN CITY CROSS ROADS | |
| | Regrading completed..... | 7.0 |
| 19 | WINTER ROAD SAVANT LAKE—DOGHOLE BAY | |
| | Road completed this season..... | 50.0 |

BITUMINOUS SURFACE TREATMENT

| | | |
|---|--------------------------------|-----|
| 7 | Village of Burnt River } | 2.2 |
| | Village of Victoria } | |

CONCRETE PAVEMENT

Due to Portland Cement shortage and labour conditions no new concrete pavement was placed during 1948.

CONCRETE BASE BITUMINOUS SURFACE

No construction of this type done during 1948.

BITUMINOUS HOT MIX PAVEMENT

| Highway No. | | Miles |
|-------------|---|-------|
| Sarnia | | |
| Perch | | |
| Creek | | |
| 2 | Pavement of this type laid Dual Highway near Perch Creek..... | 3.8 |
| 2A | West of Wardsville on a Diversion..... | 0.6 |
| 2S | Cross-over, Clover Leaf Legs and patching Highland Creek to Oshawa..... | 1.54 |
| 4 | South Lane from Rock Port to Crystal Beach..... | 9.5 |
| | Durham to Allan Park..... | 2.0 |

| Highway No. | | Miles |
|-----------------|---|-------|
| 7 | Madoc to Actinolite..... | 8.1 |
| 10 | At Derry West..... | 1.06 |
| 15 | Smith's Falls to Lombardy (including diversion) Carleton Place, southerly | 8.4 |
| 15 | Carleton Place Cut-off..... | 1.9 |
| 17 | West of Bruce Mines..... | 8.5 |
| 17 | Mattawa Deux Rivieres, Base Course..... | 8.3 |
| 17 | North Bay to Mattawa Base Course..... | 19.4 |
| | Top..... | 3.3 |
| 21 | Owen Sound West..... | 4.0 |
| 24 | Simcoe to Port Dover..... | 7.0 |
| 27 | South of Malton Road..... | 1.10 |
| 59 | Woodstock to Norwich..... | 14.5 |
| 71 | Emo to Devlin..... | 7.6 |
| 89 | Cookstown to Alliston..... | 7.90 |
| Service Road 2A | Highland Creek to Scarborough Town Line..... | 1.25 |

BITUMINOUS ROAD MIX MULCH

| | | |
|----|--|------|
| 2 | Three Diversions East and West of Newcastle..... | 2.8 |
| 11 | South of Gravenhurst..... | 3.2 |
| 11 | Bracebridge to Baysville..... | 0.5 |
| 11 | Huntsville to Baysville..... | 7.2 |
| 12 | Port McNicoll to Waubashene..... | 4.0 |
| 17 | Warren Easterly..... | 9.2 |
| 17 | Cutler West..... | 5.0 |
| 17 | From 5 miles East to 10 miles East of Blind River..... | 5.0 |
| 17 | 9 Miles West of Iron Bridge..... | 5.0 |
| 17 | 20 Miles North of Sault Ste. Marie..... | 3.0 |
| 17 | Batchewana River North..... | 3.0 |
| 17 | Schreiber Easterly..... | 2.4 |
| 17 | At Dorion..... | 0.2 |
| 35 | Haliburton to Eagle Lake..... | 9.2 |
| 35 | South of Minden..... | 0.55 |
| 41 | Kaladar to ½ mile South of Tamworth Road Junction..... | 15.3 |
| 41 | Dacre to Denbigh through Dacre Village..... | 26.5 |
| 60 | Algonquin Park..... | 7.2 |
| 62 | From 4 miles South to 21 miles South of Bancroft..... | 17.0 |
| 63 | From 28 Miles North of North Bay for..... | 7.0 |
| 64 | Village of Field..... | 1.25 |
| 65 | Immediately West of New Liskeard..... | 5.5 |
| 65 | Through Matchewan Townsite..... | 0.5 |
| 66 | From Quebec Boundary Easterly..... | 2.0 |
| 67 | Through Barber's Bay and Connaught..... | 0.5 |
| 70 | Mack Lake to Sioux Narrows..... | 12.0 |
| 71 | Sleeman to Pinewood..... | 7.0 |
| 71 | Pinewood to Rainy River..... | 3.0 |
| 79 | Bothwell to C.P.R. Crossing..... | 1.4 |

Secondary and Other Roads

| Division No. | | Miles |
|--------------|-------------------------------|-------|
| 17 | LITTLE CURRENT-GORE BAY | |
| | Gore Bay Easterly..... | 9.3 |
| 17 | GORE BAY-MELDRUM BAY | |
| | At Silverwater..... | 1.0 |
| 17 | TEHKUMMAH-PROVIDENCE BAY | |
| | At Sandfield..... | 0.4 |
| 17 | TEHKUMMAH-PROVIDENCE BAY | |
| | At Tehkummah..... | 0.5 |
| 17 | PROVIDENCE BAY TO GORE BAY | |
| | At Providence Bay..... | 1.0 |
| 17 | PROVIDENCE BAY TO GORE BAY | |
| | At Spring Bay..... | 0.5 |
| 17 | LITTLE CURRENT-SOUTH BAYMOUTH | |
| | At South Baymouth..... | 0.9 |

| Division No. | | Miles |
|--------------|---|-------|
| 17 | SUDBURY-LEVACK | |
| | At Chelmsford-Larchwood..... | 3.5 |
| 17 | SUDBURY-CAPREOL | |
| | North of Sudbury..... | 3.8 |
| 18 | GROSS CAP..... | 5.5 |
| 19 | TWIN CITY CROSS ROADS, SOUTH OF HIGHWAY NO. 17..... | 1.2 |

BITUMINOUS SURFACE TREATMENT

This treatment was applied to 1,005 miles of pavement to preserve the surface and on Secondary Roads for 58.2 miles.

BITUMINOUS PRIME

This was laid on gravel surfaces of Highway Nos. 7, 7A, 11, 15, 18, 22, 25, 28, 30, 36, 37, 38, 41, 43, 45, 46, 52, 54, 60, 62, 65, 66, 70, 73, 74, 79, 80, 81, 97, 98, 99 and 101 for 1,458 miles and on Secondary Roads for 277.7 miles. This helps to preserve the surface and keeps it smooth and also keeps the dust nuisance to a minimum, thus making gravel roads and side roads pleasant for tourists as well as serving local inhabitants.

CALCIUM DUST LAYER

This was spread on 650 miles of King's Highways and Secondary Roads throughout the Province.

BITUMINOUS RESURFACING OF OLD PAVEMENT

| Highway No. | | Miles |
|-------------|--|-------|
| 2 | Chatham Westerly..... | 6.19 |
| 2 | St. Joachim to Tecumseh Side Road..... | 1.20 |
| QEW | Clarkson Westerly (Dual)..... | 4.40 |
| Queensway | At Junction of Queen Elizabeth Way..... | .80 |
| 2 | Port Credit to Clarkson..... | 3.4 |
| 2 | Cobourg to Colborne..... | 14.2 |
| 2 | Napanee to Odessa..... | 0.5 |
| 2 | Kingston to Gananoque..... | 0.6 |
| 2A | In the Vicinity of Ivy Lea Bridge to Rockport..... | 3.0 |
| 2 | Cornwall Easterly..... | 3.0 |
| 3 | Blenheim to Eastonville..... | 1.0 |
| 3 | Connecting link in Aylmer 20' wide (Talbot St.)..... | 0.34 |
| 4 | From Lambeth Southerly 33' wide..... | 5.0 |
| 4 | Connecting link in Exter and Southerly..... | 6.1 |
| 4 | Exeter to Kippen..... | 4.0 |
| 4 | Village of Blyth..... | 0.5 |
| 5 | Mimico Creek to Highway No. 27..... | 2.82 |
| 7 | Perch Creek Easterly..... | 5.08 |
| 7 | Brampton to Highway No. 27 (Base course only)..... | 9.04 |
| 7 | Between Brooke and Sharlot Lake..... | 1.2 |
| 8 | Kitchener South and West..... | 3.3 |
| 9 | Kincardine Easterly..... | 6.0 |
| 11 | Between Churchill and Barrie (non-skid)..... | 2.33 |
| 11 | South of Calander..... | 0.6 |
| 15 | Kingston to Joyceville..... | 0.5 |
| 15 | Lombardy to Elgin..... | 0.5 |
| 15 | Britannia to Stittsville completed on..... | 13.0 |
| 17 | One mile West of Carp to Mississippi River Bridge, Base course on curves for superelevation..... | 13.6 |
| 17 | Arnprior Westerly (Base and Top)..... | 2.3 |
| 17 | Pembroke Easterly and Cobden Village..... | 9.6 |
| 18 | Malden Centre to Amherstburg..... | 1.2 |
| 21 | Forest to Hank's Corners..... | 4.70 |
| 23 | 2 Miles North of Mitchell to Monkton..... | 8.0 |
| 23 | Listowel to Teviotdale..... | 12.5 |

| Highway No. | | Miles |
|-------------|--|-------|
| 35 | Southerly from Junction of 35 and 7..... | 2.0 |
| 37 | Belleville to Sharp's Corners..... | 3.4 |
| 42 | Newboro to Westport..... | 0.3 |
| 61 | International Boundary to Pine River..... | 12.0 |
| 61 | Pine River to Jarvis River (patching)..... | 8.0 |
| 68 | Espanola to Little Current (on Goat's Island)..... | 0.3 |
| 69 | Sudbury to Burwash..... | 0.2 |
| 84 | Village of Hensall..... | 0.5 |

Secondary Roads

| Division No. | | Miles |
|--------------|---|-------|
| 17 | SUDBURY-CAPREOL Sudbury to Hanmer..... | 0.2 |
| 17 | SUDBURY-CAPREOL Azilda to Chlemsford..... | 0.9 |
| 17 | LITTLE CURRENT-GORE BAY Little Current Westerly..... | 1.2 |

BRIDGE BRANCH

During the year 1948, a total of 4613 lineal feet of bridges was completed by the Department, the more important structures of which are described as follows:

TANSLEY BRIDGE, HIGHWAY No. 5

This is a continuous truss bridge consisting of two spans of 200 feet each and two spans of 150 feet. The roadway is 47 feet wide between curbs with two sidewalks each 2' 10" wide, with roadway curbs 20 inches high. The piers have a height of 84 feet above low water. This bridge replaces a bridge which was started in 1916 before Dundas Street was even a county road but which before the bridge was completed in 1920 had become successively a county road, then provincial county and finally a provincial highway. The new bridge eliminates the kinks and grades in the road at this point.

It may be of interest to note that the old bridge superstructure was built out of old wrought iron spans, which were removed from the Intercolonial Railway and which had been manufactured in England.

AGUASABON RIVER BRIDGE, HIGHWAY No. 17

This is a three span continuous steel girder bridge consisting of one central span of 80 feet and end spans of 60 feet each. It is built of 36 inch rolled girders transformed into a 4 foot six inch deep section over the piers.

TERRACE BAY OVERHEAD—HIGHWAY No. 17

This is a three span continuous steel girder bridge, consisting of one central span of 66 feet and end spans of 52 feet each and spans the Canadian Pacific Railway.

SCHREIBER OVERHEAD, HIGHWAY No. 17

A structure similar to the Terrace Bay Overhead was built nearer Schreiber.

These three bridges were occasioned by the diversion of Highway No. 17 to accommodate the Hydro-Electric development at Terrace Bay and the consequent drowning out a portion of the highway at this point.



New Tansley Bridge on No. 5 Highway, Under Construction

MATTICE BRIDGE, HIGHWAY No 11

This is a temporary bridge some 900 feet long over the Missinaibi River. It replaces a timber truss bridge built in 1922, and which had deteriorated badly to the extent that it was partially demolished by the spring floods of 1947 and 1948. The bridge now built stands to one side of the centre line of the highway and will accommodate traffic for many years if necessary until a new permanent bridge can be constructed when times and conditions become normal.

The bridge consists of a series of 60 ft. steel girder spans made up of two 36 inch steel girders supporting a creosoted laminated timber floor 8 inches deep. The spans in turn are supported on Steel H piles driven to form a double pile bent or pier. All steel bracing for the piers and spans was connected together by electric-arc welding in the field.

MATTAWISHKWIA RIVER BRIDGE—HEARST—COPPELL ROAD

A bridge with similar superstructure as described above consisting of four 60 foot spans and timber approaches, but with creosoted timber crib piers was built to replace an old timber truss bridge washed out by spring floods.

COLLINS CREEK BRIDGE, HIGHWAY No. 2

An existing small structure built many years ago by the county was widened to 40 feet by the addition of rigid concrete spans of 28 feet on each side of the old structure.

GRAND BEND CULVERT, HIGHWAY No. 81

A 24 ft. span Arch Culvert replaces an old steel bridge at this point. The road was widened and a sharp corner eased. Years ago the old bridge was said

to be known locally as the "Whiskey" bridge, due to the story told that the contractor for the original pioneer timber bridge accepted the whole of his pay in whiskey from the township authorities of those early times.

HIGHWAY No. 83

A twin 45 foot concrete rigid frame span bridge over the Au Sable River and single 60 foot span concrete rigid frame over Black Creek were completed on this road in connection with the grading.

HIGHWAY No. 45

A 30 ft. span concrete rigid frame bridge was built over Baltimore creek in connection with the realignment and grading of this road.

DEER CREEK CULVERT, HIGHWAY No. 17

A double 20 foot span box culvert 20 feet high was built to carry a diversion of Deer Creek under the new diverted Highway No. 17 in Kirkpatrick Township between North Bay and Warren.

KASHI CREEK CULVERT, HIGHWAY No. 11

A double 16 foot span box culvert was built to carry Kashi Creek under the new alignment of Highway No. 11 between Severn River and Gravenhurst.

HOYLE BRIDGE, HIGHWAY No. 67

A double 60 foot span concrete rigid frame bridge was completed over Porcupine River replacing an old timber structure.

SAVANNE RIVER, HIGHWAY No. 17

A trestle bridge consisting of seven 20 foot spans on creosoted pile bents with steel beams and concrete floor was built to replace an old timber trestle bridge.

The remainder of the bridge work constructed during the year consisted mostly of native timber bridges. Some 2000 tons of Bailey bridge parts were imported from War Asset sources in Europe and stocked in central points chiefly in the North and are being used for both temporary and permanent structures throughout the Province wherever needed.

Plans for a large number of structures of all sizes to be built by organized municipalities were examined and approved by this office.

EQUIPMENT BRANCH

During the year 1948 the following new Equipment was received and serviced at Leaside and distributed:—

| | |
|------------------|-------------------------|
| 86 Trucks | 2 Emulsion Distributors |
| 57 Power Graders | 2 Power Sweepers |
| 45 Tractors | 2 Aggregate Driers |
| 2 Rollers | 20 Front Loaders |
| 10 Compressors | |

70% of this equipment was transported by our Low Bed Trailers. It might be of interest to note here that the Department now has 797 Trucks, 759 Snow

Plows with Wings, 260 Power Graders, 255 Tractors, 50 Rollers, 71 Compressors, 20 Emulsion Power Distributors (1,000 gal.), and seven 500-gal. Capacity; 32 Cement Mixers, 37 Asphalt Mixers, and 7 Highway Striping Units.

In addition to the above the following work was performed; fitted 30 Hydraulic Plows and Wings on new Trucks, completed the remaining two striping Units including supply trucks, constructed a 15-ton Low Bed Trailer, two Aggregate Driers and twenty Friction type single-wheel Sanders, Mounted 1,000 gal. Emulsion Distributor on Truck Chassis which had to be lengthened, converted six Tar Kettles to 4 bbl. pressure Distributors.

There was considerable Machine Shop work done for Soils Laboratory, such as making up 77 Moulds, 12 Hand Augers, 2 Triturators, tri axle Compressor Machine, double spindle Pulverizer, Earth Extruder and 3 Mortars.

We also made up 700 stakes for Traffic Census Machine, 90 light standards for Signal Branch, built a special set of steel racks on truck for carrying signs and constructed 5 Bead Dispensers for Highway Striping Units. We had to improvise due to Plow Blade shortage by cutting and welding Blades to fit the newer models. Three heavy duty frames removed from damaged Trucks and replaced, straightened and rebuilt 20 snow plow Wings, rebuilt 90 Gasoline and Diesel Engines.

It was a very busy year for the Core Drill and Earth Augers which operated continuously when weather permitted.

TESTING LABORATORIES

SOILS BRANCH

The activities of the Branch were appreciably extended during the year. A material increase in technical personnel made it possible to extend the scope of the construction activities and to inaugurate several research projects. In spite of the increased personnel it was not possible to perform the soil surveys and the detailed inspection of all contracts in the Province. However, considerable progress was made towards this end.

The following is a summary of the construction activities:—

| | |
|--|-------------|
| Detailed Soil Surveys..... | 248.2 miles |
| Reconnaissance Soil Surveys..... | 210 miles |
| Spring Break-Up Performance Surveys..... | 2018 miles |
| Detailed Supervision of Construction Projects..... | 143.5 miles |
| Occasional Supervision of Construction Projects..... | 153.4 miles |

The 8-foot and 24-foot power augers were used to explore gravel and earth borrow pits and to check the subgrade of highways under construction.

The research work conducted during 1948 consisted principally of the following five major projects which are of a long term nature:—

- (1) Supporting value of subgrade soils and base courses
- (2) Soil classification
- (3) Granular inventory
- (4) Durability of aggregates
- (5) Design of bituminous pavement mixes

Although only a limited amount of work has been done, it is apparent that the data will be of invaluable use to the Department and that the work must be continued in order to secure the maximum results.

The majority of the routine and research laboratory testing was performed at the central laboratory at Sheppard Ave. The district laboratory at London was utilized for routine testing during the construction season. The district

laboratory at Queen's University, Kingston, was used for routine and research testing during the summer months.

The following samples were tested during the year:

| | |
|-----------------------------------|------|
| Routine—Soils..... | 1962 |
| Routine—Granular Base Course..... | 778 |
| Research—Soils..... | 966 |
| Research—Granular Materials..... | 696 |

ASPHALT AND CONCRETE LABORATORIES

During the season we have set the mixes and given routine supervision in the construction of pavements and structures.

The following routine and check tests have been carried out during the year:

| | |
|---|-------|
| Tests on shipments of Asphalt and check tests on paving mixes | 2,790 |
| Compression tests on Concrete Cylinders..... | 2,120 |
| Tests on Aggregates..... | 650 |

The following tests were made for research purposes:

| | |
|--------------------------|-----|
| Tests on Aggregates..... | 160 |
|--------------------------|-----|

HIGHWAY TRAFFIC SIGNALS AND ZONE PAINTING

In the zone painting season of 1948-1949 an all-time high was reached in the zone painting history of the Dept. of Highways. Paint to the extent of 32,288 gallons was applied over a total of 4,009 miles of highway. Of this total, 10,729 gallons was reflectorized, the remaining 21,559 gallons being standard zone paint. A sample of a new type reflectorized paint was applied and gave very satisfactory results. This year's work was done by six Zone Striping machines.



One of the Department's Zone Striping Machines

ROAD SIGNS

The maintenance of all our signs was kept up to the usual Department of Highways high standard of road signing. Emphasis was placed on Road Markers through the cities, towns, etc., in an effort to aid tourists getting in and out of cities, etc., easily. We changed our system of erecting our road numbers at junctions from the totem pole system, to a bracket arranged system which one can read at a glance and which has proven very satisfactory.

We also introduced large reflectorized direction signs at main intersections and junctions of which we have received very favourable comments.

SURVEYS BRANCH

The summary of the work completed for the fiscal year 1948-1949 by the Title Surveys Division of the Surveys Branch is as follows:

1. 293 Land Plans were prepared from field surveys along 288 miles of highway covering an area of 1,907 acres and including 1,985 owners.

2. 247 Land Plans were prepared from previous survey records along 78 miles of highway covering an area of 992 acres and including 425 owners. Plans of abandonment and deeding away are included.

3. 14 plans and surveys of gravel pits, covering an area of 301 acres and including 15 owners.

4. 18 Crown Land surveys and plans along 18 miles of highway covering an area of 602 acres and 2 park areas surveys and plans covering an area of 6 acres.

The total for the above is listed as follows:

| No. of Plans | No. of Miles | No. of Acres | No. of Owners |
|--------------|--------------|--------------|---------------|
| 574 | 384 | 3,808 | 2,425 |

5. 22 tracings were made from Registered Plans, Town Plans, etc., being made from information obtained from Registry offices by our District Surveyors.

6. 69 plans were prepared from photostats of deeds on special legal size tracing forms. No areas or mileage were taken.

7. For the Department of Labor 10 descriptions were prepared to accompany plans for various Industry Zones.

8. For the Department of Public Works the summary of work completed is as follows:

10 surveys, including plans and descriptions, for Radio Tower Sites located in various parts of the province.

2 plans and descriptions of Hospital Site in the Township of Montague.

1 plan and description for proposed Prison Site located at Red Lake.

9. For the Department of Agriculture 8 plans were prepared for registration for closing of streets, etc., Fruit Terminal, Township of Etobicoke.

Following the programme of training, during the fiscal year, 27 trainees completed the course of instruction for regular draftsmen, 7 completed the course of instruction for tracers and 2 failed.

In 1949 four Ontario Land Surveyor apprentices passed and one failed their final examinations, leaving a total of 20 apprentices on the staff.

LOCATION SURVEYS

Aerial Study Plans

During the year an area of 2312 sq. miles of study plans were produced from aerial photographs and a minimum of ground control. Of this total 1939 sq. miles covering proposed new highways or revisions of existing highways, with some 415 miles of new centre line projected on these plans, ready for staking in the field. 110 sq. miles of contours were plotted on some of these plans, by the Multiplex or Abrams plotting machines and 54 miles of profile in the Pontypool—Peterborough area was made up from the plotted contours. These profiles will be checked in the field during the coming year.

The remaining 373 sq. miles of study plans were made for the Title Surveys, for use in the field in locating Township and concession lines or lot corners, etc. in the northern areas of the Province.

The following are some of the areas completed:

| Location | Area | Projected Location | Contours |
|--------------------------|--------------|--------------------|--------------|
| Consecon—Picton | 41 Sq. Miles | 21 Miles | |
| Pontypool—Peterborough | 69 " " | 54 " " | 35 Sq. Miles |
| Smith Falls—North Gower | 95 " " | | |
| Savant Lake—Pickle Crow | 400 " " | 85 " " | |
| Iroquois Falls—Norembegg | 243 " " | 5 " " | |
| Ottawa—Plantaganet | 153 " " | | |
| Galt-Kitchener | 110 " " | | |
| Schrieber—Nipigon | 430 " " | 5 " " | 34 Sq. Miles |
| Whitefish—Killarney | | 65 " " | |
| Baysville—Dwight | 90 " " | 20 " " | |
| Sudbury By-Pass | | 17 " " | 13 Sq. Miles |
| Barrie—Waubashene | | 44 " " | |
| Cochrane—Smooth Rock | | 28 " " | |

Existing Highways

The re-surveying of existing highways with revisions in alignment where necessary were continued from the previous year, and 439.0 miles were finished during the year, completed with plans, profiles and revised grades, together with surveys made for proposed Grade Separations, Bridge Locations, Accidents and miscellaneous surveys requested by other Departments of the Government.

Listed below are some of the Highways completed:

Plans 1" = 50'

| | |
|--------------------------------|----------|
| Highway No. 2—Trenton Westerly | 23 Miles |
| Port Hope Easterly | 10 " |
| " No. 2—London Easterly | 36 " |
| " No. 3—Simcoe Westerly | 33 " |
| " No. 4—Lambeth Southerly | 7 " |
| " No. 6—Jarvis Northerly | 22 " |
| " No. 11—Toronto Northerly | 6 " |
| Churchill Northerly | 11 " |
| " No. 18—Windsor Southerly | 41 " |

Plans 1" = 100'

| | |
|-------------------------------|----------|
| Highway No. 2—Paris Westerly | 20 Miles |
| " No. 4—Flesherton Westerly | 16 " |
| " No. 6—Arthur Northerly | 59 " |
| " No. 9—Kincardine Easterly | 10 " |
| " No. 11—Orillia Southerly | 4 " |
| " No. 17—Ottawa Easterly | 23 " |
| " No. 23—Elginfield Northerly | 23 " |
| " No. 26—Meaford Westerly | 7 " |
| " No. 41—Northbrook Northerly | 33 " |
| " No. 69—Atherly Northerly | 11 " |
| " No. 83—Russeldale Westerly | 24 " |

Proposed revisions on existing highways covered some 26.5 miles the largest being Ottawa Easterly for 9 miles on Highway No. 17, others are located as follows:

| | |
|-----------------------------------|-----------|
| Highway No. 2—Farewell Creek..... | 1.0 Miles |
| “ No. 5—Erindale..... | 1.0 “ |
| “ No. 7—Kitchener..... | 1.0 “ |
| “ No. 8—St. Davids Sly..... | 3.0 “ |
| “ No. 11—Severn Bridge Sly..... | 5.0 “ |
| “ No. 17—Selim—Rossport..... | 2.5 “ |
| “ No. 37—Tweed Southerly..... | 4.0 “ |

150.5 miles of secondary, Development or Mining Roads were surveyed for improvement or possible development into Highways at some future date, complete with 100' plans and profiles as listed below:

| | |
|---------------------------------|----------|
| Eganville—Pembroke..... | 22 Miles |
| Smith Falls—North Gower..... | 23 “ |
| Kemptville—Merrickville..... | 12 “ |
| Bobcaygeon—Kinmount..... | 17 “ |
| Haliburton—West Guilford..... | 9 “ |
| Lovering—Severn Falls..... | 9 “ |
| Baysville—Huntsville..... | 11 “ |
| Crowes Landing—Nepheline..... | 7 “ |
| North Bay Airport—Feronia..... | 5 “ |
| Campbellford—Hoard Station..... | 9 “ |
| Kossth Twp. Road..... | 5 “ |
| MacFarlane Lake Road..... | 4.5 “ |

Two new roads were located in the field during the year, Savant Lake to Pickle Crow—85 miles. This road was projected on the study plan and later staked out in the field, profiles of the proposed route were plotted and the grades set. Baysville to South Portage—11 miles was run from field location and a plan 1"—200' was plotted.

In addition to the above field work completed during the year, some 470 miles of grades were set on profiles completed in previous years and 241 miles of Quantity Estimates prepared some of which are listed as follows:

| | |
|--|------------|
| Highway No. 2—Ancaster Westerly..... | 19.0 Miles |
| “ No. 7—Norwood Easterly and Marmora Westerly..... | 30.0 “ |
| “ No. 17—Pembroke Northerly..... | 6.5 “ |
| “ No. 22—Poplar Hill Westerly..... | 14.5 “ |
| “ No. 24—Orangeville Southerly..... | 19.0 “ |
| “ No. 25—Acton Southerly..... | 7.0 “ |
| “ No. 29—Pakenham Northerly..... | 10.0 “ |
| “ No. 35—Newcastle Northerly..... | 24.0 “ |
| “ Rosedale Northerly..... | 6.0 “ |
| “ Cobconk Northerly..... | 14.0 “ |
| “ No. 43—Kenyon Township..... | 11.0 “ |
| “ No. 81—Mount Bridges Northerly..... | 7.0 “ |
| “ Parkhill Northerly..... | 30.0 “ |
| “ No. 86—Highway No. 7—Amberley..... | 76.0 “ |
| “ No. 89—Cookstown Westerly..... | 23.0 “ |
| “ No. 91—Stayner Westerly..... | 5.0 “ |
| “ No. 93—Crown Hill Northerly..... | 17.5 “ |
| “ No. 100—Thamesville Northerly..... | 14.0 “ |

Highway Revisions

| | |
|-------------------------------------|-----------|
| Highway No. 2—Colbourne..... | 1.5 Miles |
| “ No. 7—New Hamburg..... | 6.7 “ |
| “ No. 11—Gravenhurst Northerly..... | 4.8 “ |
| “ Ramore Northerly..... | 8.0 “ |
| “ Hunt—Driftwood..... | 6.7 “ |
| “ No. 17—Cumberland..... | 3.0 “ |
| “ Espanola Westerly..... | 9.0 “ |
| “ Vermilion River Wly..... | 2.0 “ |
| “ No. 45—Baltimore—Roseneath..... | 6.6 “ |
| “ No. 68—McKerrow Sly..... | 7.6 “ |

Proposed New Highways

| | |
|-----------------------------|------------|
| White River—Schrieber..... | 20.0 Miles |
| Britt Northerly..... | 21.4 “ |
| French River Northerly..... | 9.7 “ |

Secondary Road

Surveys and Plans, etc. were also completed for 7 Grade Separations, 15 Bridges, 2 Highway Accidents and 7 miscellaneous surveys as requested by other Departments of the Government.

A summary of the mileage completed during the fiscal year 1948-1949 is as follows:

| | | | |
|------------------------------------|-----------|-------------------------------|---------------|
| Little Currant—South Baymouth..... | | 20.0 Miles | |
| PLANS | | STUDY PLANS | |
| 1"-50' | 283 Miles | 1939 Sq. Miles | |
| 1"-100' | 460 Miles | 373 Sq. Miles (Title Surveys) | |
| <hr/> 743 Miles | | <hr/> 2312 Sq. Miles | |
| PROFILES | | GRADES | |
| Exist'g. Highways..... | 711 Miles | Exist'g. Highways..... | 736 Miles |
| Prop'd. or Revision..... | 245 Miles | Prop'd. Revision..... | 483 Miles |
| <hr/> 956 Miles | | <hr/> 1219 Miles | |
| QUANTITY ESTIMATES | | LAYOUTS AND ESTIMATES | |
| 241 Miles | | 21 Miles | |
| GRADE SEPARATIONS | | ACCIDENTS | |
| 7 | 15 | 2 | MISCELLANEOUS |
| | | | 7 |

TRAFFIC ENGINEERING

Highway Traffic Volumes

During the year, traffic volume short counts were obtained on all King's Highways throughout Southern Ontario. Winter counts were obtained on highways in the following divisions:

Huntsville, Bancroft, Ottawa, New Liskeard, North Bay, Sudbury, and Blind River.

The hourly recordings from the thirteen A.T.R. stations were tabulated for the periods of their operation, April to November inclusive. Traffic volumes showed a general increase of approximately 10% over the year 1947.

Two new permanent magnetic stations were installed, January 1949, to provide yearly recordings. As these stations operate on the magnetic principal, winter recordings of vehicular traffic during snow and ice conditions were made available at these two locations.

Traffic Surveys

(a) For requested signal light installations, traffic surveys to determine the economic justification for the installation of traffic signal lights were made at the following intersections:

1. Highway No. 27 and Dixon Road.
2. Highway No. 11 and Parkview Avenue at Willowdale.
3. Highway No. 5 and Main Street, Waterdown.
4. Bloor Street and Royal York Road, Etobicoke Township.
5. Highway No. 11 and Ottawa Avenue, South River.



All Accidents Are Shown By Symbols Indicating The Type Of Accident, Whether Fatal Or Not. When Accidents Occur Frequently At, Or Near, The Same Location, This Location Is Circled And Called An Accident Prone Location And Investigations Are Made To Determine The Causes.

6. Highway No. 2 and Eglinton Avenue, Scarborough.
7. Glencairn Avenue and Dufferin Street (York County).
8. Highway No. 5 and Brock Road, Wentworth County.
9. Highway No. 85 and County Road to Conestogo, Waterloo Cty.
10. Highway No. 4 and Bayfield Side Road, Brucefield, Huron Cty.
11. Highway No. 97 and Highway No. 19, Hickson, Oxford County.
12. Highway No. 24 and County Road to Preston.
13. Highway No. 2 west of Dixie Road, Long Branch.
14. Eglinton Avenue and Kennedy Road.
15. Eglinton Avenue and Markham Road.
16. Highway No. 2 and Birchmount Road, Scarborough.
17. Q.E.W. and Lake Street, St. Catharines.

Brief reports covering the vehicular travel experience and pedestrian crossings were prepared for each intersection. This factual data was compared with the minimum warrant requirements for the installation of traffic signals and recommendations regarding the proposed installation were made accordingly.

(b) For proposed channelized intersections, directional traffic flow surveys were made at the following intersections:

1. Dawes Road and Eglinton Avenue.
2. Highway No. 8 and Highway No. 20, English's Corners.
3. Highway No. 11 and Newmarket Sideroad.

Plans were prepared showing the proposed channelization for each intersection to accommodate the various traffic patterns.

(c) **SPEED DISTRIBUTION GRAPHS**—Spot speed check surveys were made on the following highways, for both directions of travel—Queen Elizabeth Way, Highway No. 2A, Highway No. 2, Highway No. 5 and Highway No. 11.

Graphs for each location were prepared showing the various, speeds maximum, average and minimum used by the various percentage of total vehicles.

(d) **ORIGIN AND DESTINATION SURVEY**—An origin-destination survey was made on all highways connecting with the metropolitan area of the City of Toronto. In co-operation with the Motor Vehicles Branch, the origin or destination of approximately twenty-five thousand vehicles entering or leaving this area were obtained. The results of this study, when completed, will provide significant data for the planning and development of a trunk line highway with terminal facilities to serve efficiently the metropolitan area of the City of Toronto.

Traffic Analysis Reports

Complete reports on the existing physical conditions, directional traffic movement, accident experience, etc., were made for the following intersections:

1. Intersection Highway No. 11 and Newmarket Sideroad.
2. Intersection Q.E.W., Highway No. 2 and the Queensway.
3. Intersection Q.E.W. with the Dixie Sideroad, Mississauga Sideroad, Oakville Sideroad, Bronte Sideroad and Highway No. 25.

ACCIDENT PREVENTION—ENGINEERING

Accident Prone Locations

Wherever the traffic accident rate on rural highways increased materially over the average rate for the class of highway, an accident prone location was indicated. These locations alone are susceptible to decrease in their accident

rate through the adoption of proper engineering methods, derived from analysis of each location.

These accident prone locations were circled on all accident spot maps and copies sent to the respective divisions for preliminary investigation and attention.

Accident Frequency

An investigation into the accident frequency at the intersection of the Q.E.W. and the Bronte Side Road was made during the month of August, 1948. Relative surveys to the investigation included Drivers' Behaviour on the Q.E.W. approaching and through the intersection, Spot Speed checks and Drivers' Observance of traffic signals. A complete report was prepared covering all pertinent data pertaining to the accident frequency of this location.

Drivers' Observance of Traffic Signals

A survey of drivers' behaviour and observance of traffic signals was made at the accident prone location on the Q.E.W. between Lake Street and Welland Avenue, St. Catharines. The percentage of total vehicles not obeying the red signals through this three mile section of the Q.E.W. was found to be abnormally large, indicating the necessity for enforcement proceedings.

Division No. 1—Chatham

CONSTRUCTION

GRADING AND GRANULAR BASE

| Hwy. No. | | Miles |
|----------|---|-------|
| | Completion of 3.8 miles between the Blue Water Bridge at Point Edward and Perch Creek..... | |
| 79 | Regrading from Watford South 7.2 miles were completed. Grading and Culvert work was commenced, Alvinston South..... | 7.52 |
| 81 | Grading and Culverts work was commenced from end of concrete pavement North of Parkhill to North of Greenway..... | 5.2 |
| | BITUMINOUS HOT MIX PAVEMENT | |
| | Dual Highway to Highway 7 near Perch Creek..... | 3.8 |
| | BITUMINOUS ROAD MIX MULCH | |
| 79 | Bothwell to C.P.R. crossing..... | 1.4 |
| | GRAVELLING | |
| 18A | Gravelling was carried out Kingsville to Malden Centre..... | 19.6 |

MAINTENANCE

BITUMINOUS RESURFACING OF OLD PAVEMENTS

| Hwy. No. | | Miles |
|----------|--|-------|
| 2 | Chatham Westerly..... | 6.19 |
| 2 | St. Joachim to Tecumseh Side Road..... | 1.20 |
| 3 | Blenheim to Eatonville..... | 1.00 |
| 7 | Perch Creek Easterly..... | 5.08 |
| 18 | Malden Centre to Amherstburg..... | 1.20 |
| 21 | Forest to Hank's Corners..... | 4.70 |

BITUMINOUS SURFACE TREATMENT

| | | |
|----|--|-----|
| 3 | Windsor Limits Southerly 3.15 miles 40' width..... | 6.3 |
| 3 | Huron Line Easterly—North Lane..... | 2.4 |
| 7 | Joe's Corners to Parkhill..... | 8.6 |
| 7 | Reece's Corners Easterly..... | 6.2 |
| 18 | Harrow Easterly..... | 2.1 |
| 21 | Reece's Corners South..... | 8.7 |
| 21 | Morpeth to Ridgetown..... | 3.9 |
| 82 | Joe's Corners to Thedford to Hank's Corners..... | 5.9 |
| 98 | Tilbury West..... | 4.7 |

| | |
|------------------|------|
| Total miles..... | 48.8 |
|------------------|------|

BITUMINOUS PRIME

| Hwy. No. | | Miles |
|------------------|--------------------------------------|-------|
| 18 | Kingsville to Malden Centre..... | 19.6 |
| 79 | Bothwell to Lambton County Line..... | 1.8 |
| 79 | Lambton County Line to Watford..... | 14.0 |
| 81 | Parkhill to Huron Line..... | 3.4 |
| 81 | Huron Line to Grand Bend..... | 7.1 |
| 98 | Tilbury to Merlin..... | 10.00 |
| Total miles..... | | 55.9 |



Resurfaced Pavement, No. 21 Highway, Six Miles North of Forest



Resurfaced Pavement, No. 4 Highway, Two Miles North of St. Thomas

| CALCIUM DUST LAYER | | |
|--------------------|----------------------------------|------|
| 2 | Chatham West (dual)..... | 6.19 |
| 18A | Kingsville to Colchester..... | 19.6 |
| 21 | Forest Northerly..... | 4.7 |
| 81 | Grand Bend..... | 0.3 |
| GRAVELLING | | |
| | Pelee Island..... | 6.0 |
| 18A | Kingsville to Malden Centre..... | 19.6 |
| 79 | Bothwell to Alvinston..... | 14.3 |

TRAFFIC LIGHTS AND FLASHERS

Two flasher lights were installed on Hwy. No. 7 Sarnia Township.

SIDEWALKS

The Department made contributions to the Construction of Sidewalks on Hwy. 39 at Tecumseh Road and Hwy. 79 at Inwood.

MUNICIPAL DRAINS

The Department contributed to the cost of Municipal Drains throughout the Division.

ZONE PAINTING

286.1 miles Zone Painting carried out.

Division No. 2—London

GRADING AND CULVERTS

Highway No. 81 between the village of Mount Brydges and the Town of Strathroy for a length of 6.4 miles was graded including granular base course and construction of new concrete culverts.

On Highway No. 74 grading was started south of the Village of Belmont. Culverts required over a length of 4 miles were built.

On Highway No. 73 between the Town of Alymer and Port Bruce culverts were constructed prior to proposed grading to be carried out in 1949.

On Highway No. 2 in Lot 6, Ekfrid Township, a new concrete culvert 8' x 4' x 66' to replace an old one was built, also, on Highway No. 3 in Lot 10, Aldborough Township an extension of 56 feet was made to a 10' x 6' concrete culvert.

BITUMINOUS HOT MIX PAVEMENT

On Highway No. 59 bituminous hot mix pavement from the City of Woodstock to the Village of Norwich, a distance of 14.5 miles, and on No. 2 Highway a length of 0.6 miles was laid on a freshly graded diversion just west of the Village of Wardsville.

BITUMINOUS RESURFACING

Resurfacing with bituminous hot mix of the existing 20-foot concrete pavement with extra widening to a 33-foot width of pavement was carried out for a length of 5.0 miles on No. 4 Highway from the Village of Lambeth southerly.

Also, on No. 4 Highway resurfacing was carried out from the Village of Exeter southerly for a distance of 5 miles together with the connecting link through the Village, the total length laid was 6.1 miles.

On the Connecting Link, Highway No. 3, through the Town of Aylmer the centre 20' on Talbot St. was resurfaced for a length of 1806'.

BITUMINOUS SURFACE TREATMENT

Bituminous Surface treatment was given Highway No. 19 from the Town of Ingersoll southerly to Mount Elgin and south of the Village of Eden, a total length of 11.7 miles; also, on Highway No. 24A from the City of Galt southerly for a length of 6.4 miles; on Highway No. 75 from Wallacetown to the Village of Dutton a length of 2.6 miles, and on Highway No. 77 from No. 3 Highway to the Village of Rodney, a length of 4.3 miles, the total length of surface treatment being 25 miles.

Highway No. 73, the Connecting Link along John St. for a length of 2788' (Town of Aylmer) was given a bituminous resurfacing.

BITUMINOUS PRIME

Prime was applied on 77.4 miles of gravel roads as follows:

On Highway No. 7 for 14.2 miles (10 ft. strip only), on Highway No. 22 for 14.2 miles; on Highway No. 73 for 16.3 miles; on Highway No. 74 for 7.6 miles; on Highway No. 80 for 10.6 miles and on Highway No. 81 for 21.6 miles.

MISCELLANEOUS

Crushed gravel was placed on surfaces of Highways No. 7, 73, 74, 80 and 81, and in stock piles. Total being 23,400 tons.

SNOW HEDGES AND ROADSIDE TREES

Evergreen trees were planted in snow hedges along Highways No. 80 and No 81 to the number of 4,550.

Deciduous trees were planted along the roadside on Highways No. 3, 59 and No. 24 to the number of 860.

Wayside Tables to the number of 60 were placed along Highways No. 2, 3, 4, 5, 7, 19, 22, 24 and 53 for the convenience of motorists.

New Fence amounting to 6,727 rods were erected mainly along Highways being newly graded.

Repair work to old pavements by skin patching was carried on during the Summer.

During the Winter months all Highways were kept in good condition by the use of sand and chemicals.

Division No. 3—Stratford

GRADING AND CULVERTS

On Highway No. 7—grading and granular fill was completed on Victoria Street Extension, a distance of 1 mile—making a change in the routing of traffic through Kitchener for Highway No. 7.

On Highway No. 21—grading and granular fill was done on 5 miles south of Goderich.

On Highway No. 87—Wroxeter east and west, 4 miles of grading and granular fill was completed on an 8-mile contract.

Right-of-way on the above contracts was widened to 100'.



Hot Mix Pavement, No. 59 Highway, Four Miles South of Woodstock



Widening Clappison's Cut, No. 6 Highway

BITUMINOUS RESURFACING

Resurfacing was done on Highway No. 4, Exeter to Kippen, 8 miles; Village of Blyth 0.5 miles; Highway No. 8, Kitchener south and west, 3.3 miles; Highway No. 23, Mitchell to Monkton, 8 miles and Listowel to Teviotdale 12.5 miles; Highway No. 84, Village of Hensall, 0.5 miles, making a total of 32.8 miles.

BITUMINOUS SURFACE TREATMENT

Surface Treating was done on—Highway No. 4, Kippen to Clinton, 9.3 miles; Highway No. 8, Preston to Kitchener, 2.2 miles; Seaforth to Clinton, 7.8 miles; Seaforth east 0.8 miles; Goderich east 5.3 miles; Highway No. 9, Harrison to Clifford, 7.9 miles; Mildmay east and west, 1.4 miles; Highway No. 19, Stratford to Milverton, 8.0 miles; Highway No. 23, Mitchell north 2.0 miles—making a total of 44.7 miles.

BITUMINOUS PRIME

Prime was applied on Highways No. 8, 19, 21, 83, 84, 86, 87, 97 and 100, for a total distance of 170.2 miles.

CRUSHED GRAVEL

A total of 93,000 tons of crushed gravel was supplied for Highways No. 19, 23, 84, 86, 87 and 100.

BRIDGES

One concrete bridge was completed on Highway No. 83; one on Highway No. 86 and one concrete substructure with steel span was completed on Highway No. 83.

MISCELLANEOUS

Right-of-way fence totalling 33.4 miles of fence was erected as follows:

Highway No. 21, Goderich South; Highway No. 7, Kitchener east.

Highway No. 87, Wroxeter east and west; Highway No. 100, Thamesford north.

Highway No. 19, Milverton north; Highway No. 86, Tralee to Wallenstein; Highway No. 8, Stratford to Mitchell.

A new floor was constructed on the bridge over the Maitland River at Goderich.

Erosion dams were constructed and rebuilt on stream crossing Highway No. 21 from Grand Bend to Bayfield.

Usual routine maintenance was carried out.

Snow removal and winter traffic was maintained on 578 miles of roads.

Weed killer was used on Highway No. 19, north of Stratford.

Division No. 4—Hamilton

GRADING AND CULVERTS

Grading and gravelling was completed on three (3) miles of Highway No. 57 from Wellandport Easterly. This completes the contract which started in 1947 between Wellandport and Beckett's Bridge.

Another contract for grading, culverts and gravelling was let on Highway 57 from Bismark to Wellandport, a distance of three miles. This work was completed with the exception of some ditching and trimming of shoulders.

Clappison's Cut, Highway 6, north of Hamilton, was widened to a bottom width of 70 feet.

Highway 24 between Simcoe and Port Dover was regraded before paving.

The grading on Highway No. 25, Milton northerly, 4 miles, which was started in 1947, was completed.

GRANULAR BASE

The Granular Base on the Queen Elizabeth Way between Fort Erie and Lundy's Lane, which was started in 1947, was completed this year. It was primed and then given a surface treatment of approximately $\frac{1}{2}$ gal. asphalt per square yard, with limestone chips, before being opened for traffic. Heavy patching by a special gang was needed to keep it open for traffic until the cold weather.

BITUMINOUS HOT MIX PAVEMENT

Seven miles of Bituminous Hot Mix were laid on Highway No. 24 between Simcoe and Port Dover. The pavement was 5" thick and local gravel was used.

BRIDGES

Tansley Bridge, on Highway No. 5 over Bronte Creek, was completed on December 1st. Work on this bridge was commenced in July 1946, but was held up for ten months because of shortage of structural steel. The approaches were not paved.

BITUMINOUS SURFACE TREATMENT

Surface Treatment was done as follows:

| | |
|--|------------|
| Highway No. 56—Binbrook to Canfield..... | 11.5 Miles |
| Highway No. 7—Norval to Jct. No. 10..... | 6.0 " |
| Highway No. 58—Black Horse Corners to Thorold..... | 4.0 " |
| Highway No. 54, Cainsville to Onondaga..... | 7.0 " |
| Highway No. 6—Milgrove to Guelph..... | 22.6 " |
| Queen Elizabeth Way—Lundy's Lane to Fort Erie (east lane)..... | 17.8 " |
| Total..... | 68.9 Miles |

BITUMINOUS PRIME ON GRAVEL SURFACES

Prime Dust Layer was applied as follows:

| | |
|---|------------|
| Highway No. 25—Milton to Acton..... | 10.2 Miles |
| Highway No. 52—Highway 2 to Highway No. 97..... | 11.7 " |
| Highway No. 54—Onondaga to Cayuga..... | 18.0 " |
| Highway No. 97—Freelton to Waterloo County Line..... | 12.0 " |
| Highway No. 99—Capetown to Highway No. 24..... | 12.0 " |
| Queen Elizabeth Way—Lundy's Lane to Fort Erie (Both Lanes)... | 36.0 " |
| Total..... | 99.9 Miles |

CALCIUM CHLORIDE DUST LAYER

Calcium Chloride was applied to gravel road surface during the process of grading on Highways No. 24, Simcoe to Port Dover, and No. 57, Bismark to Wellandport.

MISCELLANEOUS

Two reinforced concrete culverts were built on Highway No. 8 at Jordan. At the first one, a Bailey Bridge was used as a temporary bridge instead of a detour.



Reconstruction of No. 6 Highway, Five Miles South of Tobermory



Placing Fill on Revision of No. 24 Highway, Three Miles South of Singhampton

Six new snowplow sheds were built for Patrolmen at different points in the Division.

Routine Maintenance was carried out throughout the year and snow removal and sanding during the winter months. Snowplowing was done on 602 miles of Highway.

A storm sewer was laid in the village of Mount Hope, Highway No. 6, for a distance of 1,500 feet.

Division No. 5—Owen Sound

GRADING, GRAVELLING AND CULVERTS

Grading was completed for 4 miles on Hy. 6 south of Tobermory, an addition to the 4 miles completed in 1947. Grading was also completed on 4 miles of Hy. 21 West of Owen Sound, also begun in 1947. In addition, grading on Hy. 24 was completed for 5 miles south of Duntroon and a further 5 miles was brought to 90% of completion. From Shelburne northerly on the same highway 6 miles, exclusive of the village of Hornings Mills was brought to within 90% of completion.

GRANULAR BASE

Granular base was placed on all these roads, a total of 24 miles.

BITUMINOUS HOT MIX

Bituminous Hot Mix was placed on 2 miles of Hy. 4 between Durham and Allan Park, completing this project; and on 4 miles on Highway 21 from Owen Sound West. A further 6 miles of Bituminous Hot Mix was placed on the old surface on Hy. 9 from Kincardine Easterly.

BITUMINOUS SURFACE TREATMENT

35 miles of Hy. 21 from Kincardine to Elsinore were Surface treated, as were also 7 miles on Connecting Links on the Towns of Hanover, Durham, and Mount Forest, a total of 42 miles.

BITUMINOUS PRIME

All gravel roads in the Division with the exception of those on which grading operations were in progress were coated with bituminous prime; a total of 135.45 miles.

CRUSHED GRAVEL

50,000 tons of gravel were crushed for Maintenance purposes.

BRIDGES

Minor repairs to substructure, roadway, and handrails were effected on 12 bridges by Division forces. A contract was let for the construction of a new bridge over the Pretty River on Hy. 24 at Nottawa but no work was done.

MISCELLANEOUS

Land was acquired for right-of-way widening on Hy. 6 from Ferndale to Mar, and from Hepworth to the Junction of Hy. 21, a total of 11 miles.



Excavating Muskeg on No. 50 Highway North of Palgrave



Laying Granular Material, Eglinton Avenue

Fence was erected on widened right-of-way as follows:

| | |
|---|------------|
| Hy. 6—South of Ferndale..... | 17.8 miles |
| Hy. 6—Between Hepworth and Hy. 21..... | 12.1 “ |
| Hy. 9—Between Grand Valley and Orangeville..... | 3.6 “ |
| Hy. 24—From Shelburne to Reddickville..... | 14.0 “ |

A Total of.....47.5 miles

Improvement and enlargement of the Roadside Park at Sandown on Hy. 26 was carried out.

8 miles of Snow hedge was planted on Hy. 9 between Orangeville and Hy. 104.

493 Miles of road were plowed and kept open throughout the year, using 42,000 cubic yards of sand and 2900 tons of salt.

Seasonal routine maintenance was done throughout the year.

Division No. 6—Toronto

GRADING, GRAVELLING AND CULVERTS

Re-grading, culvert construction and granular base was commenced on Highway 5A for 5.13 miles, between Dawes Road and Highway 2A, of which 59% was completed. On Highway 50, heavy grading, culvert construction and granular base was commenced on 9.0 miles of this road between Bolton and Highway No. 9, of which 61% was completed. On Highway 89, for 2.4 miles east of Alliston, heavy grading and culvert construction was completed. Grading and culvert construction was carried out for 1.25 miles of Service Road, on the south side of Highway 2A from Highland Creek Overpass, easterly to Scarboro Township Line. Heavy grading and crushed gravel surface was completed on 4.1 miles of Development Road, between Severn Falls and Big Chute.

GRANULAR BASE

Shouldering and granular base, in preparation for pavement, was carried out on Highway 7, for 0.3 miles west of Woodhill, on Highway 10 for 1.06 miles at Derry West, on Highway 27 for 1.1 miles south from Malton Side Road. Granular base with crushed stone surface and ditching was completed on Highway 27 for 10.3 miles from Malton Side Road northerly to Highway 49. On Highway 47, granular base was laid for 2.92 miles east of Uxbridge, and 2.4 miles from Stouffville easterly. On Highway 89, granular base, in preparation for pavement and shouldering, was completed on 7.9 miles of road between Cookstown and Alliston.

BRIDGES

A timber bridge, 30 foot span, was constructed at Tea Lake on the Development Road between Severn Falls and Big Chute.

BITUMINOUS HOT MIX PAVEMENT

1.54 miles of Bituminous Hot Mix Pavement was placed at Crossovers, Cloverleaf Legs, etc., on Highway 2A. New pavement was also placed on Highway 10 for 1.06 miles at Derry West, and on Highway 27 for 1.10 miles south from Malton Side Road. On Highway 89, 3" of base, and 1" of trap rock top was constructed for 7.9 miles between Cookstown and Alliston. 1.25 miles of pavement was placed on new grade for Service Road southerly to Highway 2A.

BITUMINOUS ROAD MIX MULCH SURFACE

Bituminous road mix mulch resurface was placed on Highway 12 for 4.0 miles, between Port McNicol and Waubaushene.



Resurfacing The Queen Elizabeth Way at Sheridan



Diversion of No. 2 Highway, Four Miles East of Newtonville

BITUMINOUS RESURFACING OF OLD PAVEMENT

The re-surfacing of the Queen Elizabeth Way with hot mix was continued for 4.40 miles, Oakville westerly to Clarkson, on both lanes. The width of pavement was widened from 20 feet to 22 feet where concrete curb and gutter existed, for a total of 1.18 miles. 0.8 miles of re-surface was placed on the Queensway at the junction with the Queen Elizabeth Way. Highway No. 2 was re-surfaced with 1½" trap rock top for 3.4 miles, Port Credit westerly to Clarkson. On Highway No. 5, re-surfacing was applied from Mimico Creek to Highway 27, for 2.82 miles. Highway No. 7, for 9.04 miles between Brampton and Highway 27, was re-surfaced with 3" of base course only, in preparation for top. On Highway 11, for 2.35 miles, north of Churchill, 1" of Non Skid surface was applied.

BITUMINOUS SURFACE TREATMENT

To preserve surface, bituminous surface treatment was applied on Highway 7, Langstaff easterly for 6.25 miles, on Highway 12 for 15.85 miles, between Beaverton and Blackwater Junction. On Highway 27 for 13.25 miles between Schomberg and Cookstown. On Highway 88, 5.73 miles between Bondhead and Bradford.

BITUMINOUS PRIME ON GRAVEL SURFACES

A bituminous prime coat was applied to 90.0 miles of gravel surfaced highway.

CALCIUM DUST LAYER

Calcium Chloride was applied on 50 miles of gravel highway to control dust.

CRUSHED GRAVEL AND STONE

Crushed gravel and stone for a total of 66,383 tons was placed on Highway 5A for 5.13 miles, on Highway 27 for 10.3 miles, on Highway 47 for 5.32 miles, on Highway 50 for 6.1 miles, on Development Road No. 13 for 4.1 miles.

RIGHT-OF-WAY FENCE ERECTED

Additional widening of Right-of-Way, totalling approximately 15 miles was acquired on Highway 5A and Highway 50, and at other isolated locations on various highways. New fence was constructed for a total of 13.92 miles.

MISCELLANEOUS

New concrete curb and gutter was constructed on the Queen Elizabeth Way and Highway 2A for a total distance of 2.03 miles. Concrete sidewalk was constructed on Highway 2A for 0.15 miles and 186,038 square yards of sod was placed on slopes and boulevards on Highway 2A. Re-ditching was carried out for 2.6 miles on Highway 26, east and west of Nottawasaga River, and on Highway 12 for 800 feet at Manchester. A 3' x 2' Concrete Culvert was replaced by a new one at Manchester on Highway 12, and on Highway 11, at Newmarket, an existing 8' x 5' Concrete Culvert was extended 40 feet to the east and 35 feet to the west.

MAINTENANCE

Routine maintenance was carried out during the Summer, including the painting of 13 bridges on the Queen Elizabeth Way, and repairing the sidewalks on three bridges.

Snowplowing and ice control was carried out over 614.01 miles of King's Highways and Secondary Roads.



New Grade, No. 45 Highway, Two Miles North of Baltimore



New Grade, No. 46 Highway, Three Miles South of Woodville

Division No. 7—Port Hope

GRADING AND CULVERTS

Grading was carried out on the following roads—On Highway No. 2 three diversions east and west of Newcastle for 2.8 miles grading and granular base completing the work left unfinished last Season; on Highway No. 7A in scattered sections from Junction 28 and 7A to Caesarea Turn for 11.5 miles of granular base and gravelling; on Highway No. 35 from Orono north for 5 miles grading, granular base and culverts completed; on Highway No. 35 from Rosedale north for 2½ miles of grading, granular base and culverts; on Highway No. 45 from Baltimore north for 5 miles and including a diversion south of Baltimore of grading, granular base and culverts to complete work left unfinished last year; on Highway No. 46 from Highway No. 7 to Woodville for 5.6 miles to complete work left unfinished last year of grading, granular base and culverts.

In addition to the foregoing, work was done on the following Development Roads; No. 9—Buckhorn to Gannon's Narrow—for 12 miles to complete the work done last year of grading and gravelling; No. 10—Nepheline Mine Road for 8 miles as a continuation of work done last year of grading and gravelling; No. 15—Prince Edward County from Cressy easterly 4 miles—to complete the work done last year of grading, gravelling and culverts and rock breakwater; No. 32—Lakefield to Buckhorn—for 12.4 miles work of grading and granular base was begun; No. 33—Havelock to Lasswade for 36 miles of grading and gravelling on scattered sections; No. 42—Campbellford to Hoad's Station—for 4 miles of grading, granular base and culverts; No. 55—Big Island, Sophiasburg Township—for one mile of grading and gravelling.

BRIDGES

On Highway No. 33 at Haight's Creek the existing bridge was removed and construction of a new 30' rigid frame concrete bridge was begun. Extensions are being made to two existing culverts on the same section of road between Bloomfield and Wellington.

On Highway No. 35 at Cameron Lake work was commenced on a new bridge of 45' span. The concrete abutments were poured and the steel beams laid during the year.

On Highway No. 45 at Baltimore Creek a new bridge was placed on a new diversion. This bridge is 30' span and of concrete rigid frame construction.

BITUMINOUS ROAD MIX MULCH SURFACE

A mulch surface was placed on Highway No. 2 for 2.8 miles on three diversions east and west of Newcastle.

BITUMINOUS RESURFACING OF OLD PAVEMENTS

Hot Mix resurfacing was done on Highway No. 2 from Cobourg to Colborne for a distance of 14.2 miles.

Road mix mulch resurfacing was done on Highway No. 35—1.9 miles south of the Junction of 7 and 35 for 2 miles with the work being done by Department forces.

BITUMINOUS SURFACE TREATMENT

Surface treatment was applied to pavements:—On Highway No. 7A from Caesarea Turn to Manchester for 6.9 miles; On Highway No. 14 from Stirling to Marmora for 14.9 miles; On Highway No. 14 from Picton to Belleville for 20.9 miles; On Highway No. 33 from Consecon to Bloomfield for 17.6 miles; On Highway No. 45 through the Villages of Hastings and Roseneath for 1.8



Diversion on No. 35 Highway, Three Miles South of Rosedale, Surfaced with Hot Mix



Hot Mix Pavement, No. 15 Highway, One Mile West of Carleton Place

miles; on Highway No. 46 through the Village of Kirkfield for 0.8 miles and on Secondary Roads through the Villages of Burnt River and Victoria Road for 2.2 miles, making a total of 65.1 miles.

BITUMINOUS PRIME

Bituminous prime was applied to gravel surfaces:

| | |
|---|--------------------------------|
| On Highway No. 7 for 21.9 miles; | Highway No. 7A for 24.0 miles; |
| Highway No. 28 for 10.6 miles; | Highway No. 30 for 10.0 miles; |
| Highway No. 35 for 32.5 miles; | Highway No. 36 for 23.5 miles; |
| Highway No. 45 for 22.9 miles; | Highway No. 46 for 27.6 miles; |
| Secondary Roads for 32.6 miles, making a total of 205.6 miles of prime applied. | |

CALCIUM DUST LAYER

Calcium Dust Layer was applied on gravel section in front of dwellings on scattered section along secondary roads.

MISCELLANEOUS

Other work done included crushing and stock piling of gravel on Highway No. 7A from Highway No. 28 to Caesarea Turn; Highway No. 35 from Orono to 5 miles South of Lindsay and the Secondary Road from Bobcaygeon to Kinmount.

A Quonset building was erected at Norwood for snowplow and general storage.

Painting of steel bridges over Otonabee River Highway No. 7 and handrails on 7 concrete bridges was done by contract.

Local trees were used to plant about one mile of new snow hedge in Prince Edward County and 1500 hardwood trees from Department of Highways Nursery were planted on newly graded sections of Highways Nos. 35, 45 and 46.

Right-of-way fence was erected by contract labour as a part of grading contracts on Highway No. 35 for a total of 19,366 miles. An additional 31,253 miles of fence was erected throughout the Division by Day Labour.

A total of 81 picnic tables were placed at 62 locations with proper garbage containers and signs, throughout the Division.

Armoured stone was placed on both sides of the causeway to protect the fill from further wash between the bridges on Highway No. 14 at Belleville Bay.

Automatic signal device was installed at the C.N.R. level crossing at Lorneville on Highway No. 46.

The usual routing maintenance was carried out for the year. Snowplowing was done on all King's Highways, a total distance of 552.4 miles and on 113 miles of Secondary Roads. Treated sand and raw chemical were used on all King's Highways and emergency sanding on Secondary Roads.

Division No. 8—Kingston

GRADING, CULVERTS AND GRANULAR BASE

On Highway No. 15, grading and granular base was completed for 12.7 miles, as follows:

| | |
|---------------------------------|-----------|
| Carleton Place southerly..... | 5.5 miles |
| Seeley's Bay to Joyceville..... | 5.3 " |
| Carleton Place Cut-Off..... | 1.9 " |

On Highway No. 37, grading and granular base was over 90% completed from Tweed southerly, 4.0 miles.

On Highway No. 41 the work begun in 1947, on re-alignment, heavy grading and granular base was completed, 6.5 miles.

On Highway No. 2, grading and granular base was completed on the Prescott by-pass, connecting No. 16 with the County Road running northerly from Prescott, 3.1 miles.

Commencement was made on the building of three fills on realignment along the St. Lawrence River, west of Prescott (Highway No. 2), 1.0 miles.

From Clarendon southerly for 2.5 miles, the old grade was improved and gravelled.

The grading on the development road to Chaffey's Locks was completed and gravelled, a distance of 5.5 miles.

Commencement was made on the grading of the new road connecting Highway 2S near Ivy Lea Bridge, with the Lansdowne corner on Highway No. 2, a distance of 2.6 miles. This job is 40% completed.

Commencement was made on grading and culverts on two contracts easterly from Smith's Falls to North Gower, a distance of 19.5 miles. These contracts are about 30% completed.

BITUMINOUS HOT MIX PAVEMENT

On Highway No. 15 a total of 16.1 miles of Hot Mix Pavement was laid, viz:
 From Smith's Falls to Lombardy including the Lombardy Diversion. 5.8 miles
 From Carleton Place southerly. 8.4 "
 Carleton Place Cut-Off. 1.9 "

On Highway 2S, the top only was placed from Rockport to Crystal Beach, 9.5 miles.

BITUMINOUS ROAD MIX MULCH

On Highway No. 41 a mulch surface was placed from Kaladar southerly, a distance of 15.3 miles.

BITUMINOUS RESURFACING OF OLD PAVEMENTS

Resurfacing on old pavements were carried out on highways Nos. 2, 2S, 7, 15, 37 and 42. This resurfacing totalled 10 miles.

BITUMINOUS SURFACE TREATMENT

Thus surface treatment was applied to 38.2 miles of The King's Highways, as follows:

| | |
|------------------------|------------------------|
| No. 7. 13.8 miles | No. 37. 5.0 miles |
| No. 33. 5.0 " | No. 38. 10.3 " |
| No. 42. 4.1 " | |

BITUMINOUS PRIME

This was applied to gravel road surfaces in the Division for a total of 74.8 miles, of which 69.3 miles were on the King's Highways and 5.5 miles on the Clarendon Road (Secondary).

BITUMINOUS PRIME

The 69.3 miles are made up as follows:

| | |
|--|-----------|
| On No. 15 south from Carleton Place..... | 8.4 miles |
| “ 15 Carleton Place By-Pass..... | 1.9 “ |
| “ 37 from Tweed to Roslin..... | 11.0 “ |
| “ 38 from Tichborne to Verona..... | 18.0 “ |
| “ 41 from Kaladar to Selby..... | 30.0 “ |

BRIDGES

Two bridges were built, viz:

Highway No. 41—Over the Salmon River at Hamlet of Roblin, an arch span of eighty feet, with floor width of 36 feet between curbs.

Highway No. 2—At Collin's Creek crossing, 5.5 miles west of Kingston, the existing structure was widened to provide a floor width of 40 feet between curbs.

The shoulders on the grade on each side of the bridge, were widened across the flat for a distance of 2600 feet.

MISCELLANEOUS

General routine maintenance was carried out and throughout the Winter months, a total of 555 miles on the King's Highways and Secondary Roads were kept open by snowplowing, sanding and application of salt.

Two concrete-block garages and storage buildings were erected at:

On south side of No. 2—four miles west of Brockville.

On north side of No. 33—one mile east of Bath.

GLENORA FERRY

This ferry provides a crossing over the Bay of Quinte for traffic on Highway No. 33. The main ferry boat was in service from April 1st, 1948 to the 13th of February, 1949. A second boat was put into service from May 24th to Sept. 30th. Following is the record of both boats for the Season April 1st, 1948 to February 13th, 1949, inclusive:

| | |
|-----------------------|--------|
| No. of trips..... | 10,645 |
| “ cars carried..... | 79,342 |
| “ trucks carried..... | 12,937 |

FORT HENRY

During the war years this ancient Fort was used by the Canadian Government as a Military Prison, and for this purpose all the cannon, guns and other century old relics had been removed and stored at various points in the City of Kingston. After the close of the war and removal of war prisoners, jurisdiction over the area was returned to the Province of Ontario. In 1947 the work was begun of changing the fort and surroundings from a prison to an Historical Site, which would be open to the public, and would to some extent, present the life and conditions that prevailed when the Fort was an important Military Post, during early settlement along the St. Lawrence River and lower lake Ontario. This restoration work was completed in June 1948 and the Fort was officially opened by the Minister of Highways on the afternoon of June 25th.

The visitors season closed on September 26th, and as evidence of the attraction that Fort Henry now possesses for the tourist trade, over eighty thousand paid admissions were received during this three-month period.



Mulch Surface, No. 41 Highway, Nine Miles South of Kaladar



Diversion on No. 37 Highway South of Tweed

Division No. 9—Ottawa

GRADING GRAVELLING AND CULVERTS

Grading and extension of culverts and granular base was carried out for a total distance of 10 miles between Pembroke and Haleys on No. 17 Highway in preparation for resurfacing with hot mix bituminous pavement.

On Highway 17 from Greens Creek easterly, grading operations were carried out on 5.3 miles on new right-of-way north of and paralleling the old C.N.R. right-of-way, and grading on this was 85% completed.

On Highway 17 from Arnprior westerly, 2.3 miles grading and granular base and extension of culverts was carried out preparatory to the application of a hot mix bituminous surface.

On Highway 29 from Almonte to Pakenham, 5 miles of grading and extension of culverts and granular base was carried out in Ramsay Twp.

The grading of the Development Road in Bagot Township was continued by day labour, 6.5 miles being completed, and gravel applied for a distance of 8 miles.

NUMBER OF BRIDGES BUILT

On Highway 29 there was a barrel arch bridge built on a diversion over Indian Creek to replace an old narrow steel truss structure.

BITUMINOUS HOT MIX PAVEMENTS

A sheet asphalt surface was placed on No. 2 Highway for approximately one-half mile at the east end of the City of Cornwall in Cornwall Township.

On Highway No. 17 from Arnprior westerly a distance of 2.3 miles of hot mix base and top was constructed.

BITUMINOUS RESURFACING OF OLD PAVEMENTS

On Highway No. 15 from Britannia to Stittsville, the balance of top course was placed on the base laid the previous year, this completed 13 miles of resurfacing from Britannia to Stittsville.

On No. 17 Highway from Carp to Mississippi River Bridge, hot mix bituminous resurface was completed for a distance of 13.6 miles including the improved superelevation on curves.

On Highway No. 17 from the end of the Highway in Pembroke easterly for a distance of 8.6 miles was resurfaced with hot mix bituminous pavement and in the Village of Cobden one mile was resurfaced on the concrete pavement.

SURFACE TREATMENT

Surface Treatment was applied on 90.3 miles of highways as follows:

| Highway No. | | |
|-------------|--------------------------------------|------------|
| 2 | Johnstown to Morrisburg..... | 18.8 Miles |
| 16 | Spencerville South..... | 7.3 " |
| 16 | North Gower North and South..... | 8.0 " |
| 17 | Hawkesbury to Alfred..... | 13.0 " |
| 29 | Highway 17, Arnprior to Pakenham.... | 8.4 " |
| 31 | Morrisburg—Williamsburg..... | 6.5 " |
| 31 | Winchester—Carleton County Line.... | 8.0 " |
| 31 | Vernon North and South..... | 8.0 " |
| 34 | Vankleek Hill North and South..... | 4.2 " |
| 43 | Highway 31 to Chesterville..... | 8.1 " |
| | | 90.3 " |



Resurfaced Pavement, No. 15 Highway, One Mile East of Bell's Corners



Resurfaced Pavement, No. 17 Highway, Five Miles South of Kinburn

BITUMINOUS PRIME

Bituminous Prime was applied on Secondary Roads as follows:

| | |
|--|----------|
| Burnstown to Calabogie..... | 11 Miles |
| Calabogie towards Darling Twp. Line S..... | 3 " |
| Burnstown towards Black Donald..... | 3 " |
| Highway No. 17 to Douglas..... | 8 " |

Bituminous prime was also applied on Highway 43, Alexandria westerly for a distance of 6.84 miles, and on Highway 44 from Almonte Town limits northerly for a distance of 6.34 miles.

RIGHT-OF-WAY FENCE ERECTED

In connection with contracts and other agreements for widening right-of-way, 25.3 miles of fence was erected.

MISCELLANEOUS

There was considerable amount of painting done on guide rail, and also alteration from two-strand cable to single strand standard.

Gravel was crushed and applied on the road and stockpiled on the secondary Road in Bagot and Darling Twps. south from Calabogie for a distance of 11 miles.

General routine maintenance was carried out throughout the division and snow plowing was done during the winter months on the entire division covering 528 miles.

There was very little sanding of ice conditions during the winter, salt being used almost entirely for snow and ice removal, the highways being practically all bare on the centre throughout the winter.

SNOW FENCE

During the year there was an additional 7 miles of snow fence used, some of this replacing old snow fence that was too badly damaged to be used again.

During the year one highway scale house and scales were removed, this being on Highway No. 17, one mile east of Eastview.

Division No. 10—Bancroft

GRADING AND CULVERTS

(a) Regrading on Highway No. 62 was completed from Madoc through Eldorado, a distance of 7.0 miles; the North $3\frac{1}{2}$ miles of this work having been contracted and only 40% advanced during the previous year.

(b) On Highway No. 60, two miles East of Wilno, the East approach to Shrine Hill was regraded for some half mile by department forces.

(c) Reshaping and renovating of subgrade was done from Dacre to Denbigh on Highway No. 41 and from four miles South to 21 miles South of Bancroft on Highway No. 62.

GRANULAR BASE

Granular base was placed by contract, on Highway No. 7 between Madoc and Actinolite for a distance of 8.1 miles and to the amount of 48,478 cubic yards. This was in preparation for the laying of Hot Mix Pavement.

Granular base was placed by department forces on Highway No. 62 for a distance of 17 miles from 4 miles South to 21 miles South of Bancroft and to the amount of 55,000 cubic yards. This was in preparation for the laying of mulch pavement.

CULVERTS AND BRIDGES

Three, twenty foot span, reinforced concrete bridges were constructed by contract on Highway No. 62 between Pembroke and Round Lake.

One 6' x 6' concrete culvert was constructed by contract on Highway No. 62, 1 mile south of Bancroft.

BITUMINOUS HOT MIX PAVEMENT

8.1 miles of Hot Mix Pavement, entailing a tonnage of 23,004 was laid by contract on Highway No. 7 between Madoc and Actinolite.

BITUMINOUS ROAD MIX MULCH

Mulch pavement was laid on Highway No. 41 from Dacre to Denbigh, and Dacre through Dacre Village, a total distance of 26.5 miles. Also on Highway No. 62 from 4 miles South of Bancroft to 21 miles South, being a distance of 17 miles.

7.5 miles of mulch was also laid on top of the old pavement on Highway No. 60 between Golden Lake and Killaloe. This makes a total of 51 miles of mulch laid during the season.

BITUMINOUS SURFACE TREATMENT

Surface treatment with either pea gravel or limestone chips was applied to the following stretches of pavement:

(a) On Highway No. 60 between Highland Inn and Barry's Bay, a distance of 56.9 miles.

(b) On Highway No. 41 between Eganville and Dacre, a distance of 13.2 miles.

(c) On Highway No. 41 between Northbrook and Cloyne for a distance of 2.8 miles.

(d) On Highway No. 62 from 2½ miles East of Maynooth to Combermere, a distance of 17.5 miles.

(e) On Highway No. 62 and Highway No. 28 through Bancroft Village and its approaches, a distance of 4.0 miles.

(f) Surface treatment with screenings was also applied for 17 miles from 4 miles to 21 miles South of Bancroft on Highway No. 62.

These items made a total of 111.9 miles of surface treatment applied during the season.

Bituminous Prime Coat was applied on 283 miles of the main important highways and tourists roads to control dust and make a smoother riding surface.

Calcium Dust Layer was applied on gravelled surfaces on 49 miles of roads throughout the division.

CRUSHED GRAVEL

Crushed gravel supplied under contract as follows:

| | |
|--|-------------|
| (a) Highway No. 41 between Dacre and Denbigh..... | 48,944 tons |
| (b) Highway No. 60 between Golden Lake and Killaloe..... | 35,000 " |
| (c) Secondary Road between Maynooth and Highway No. 60.... | 25,000 " |
| (d) Highway No. 41 between Burleigh Falls and Apsley..... | 35,000 " |
| (e) Secondary Road East from Apsley..... | 20,000 " |

Total.....163,944 tons



Mulch Surface, No. 41 Highway, Five Miles South of Dacre



Diversion on No. 11 Highway, One Mile South of Gravenhurst, Surfaced with Mulch

RIGHT-OF-WAY FENCE ERECTED

Fencing was completed on Highway No. 41 between Eganville and Golden Lake where right-of-way had been widened to 100 feet.

Fencing was completed on the seven miles of regrading of Highway No. 62 from Madoc North.

Miscellaneous fencing was done in various parts of the Division.

EQUIPMENT STORAGE HOUSE ERECTED

A plot of ground along Highway No. 28, two miles West of Bancroft, which the Department already owned, was levelled, fenced and had a storage building erected during the season.

MAINTENANCE OF OFF ROAD PARK AREAS

A new park area was established on Highway No. 28, nine miles North of Burleigh Falls by obtaining a half lot from the Department of Lands and Forests and a parcel of land from private sources.

This area borders on Eel's Creek and forms a very attractive spot after having been developed during the season as to brushing, erecting of necessary buildings, etc.

A stone retaining wall for parking space and large fire places were erected at the Paudash Lake Park on Highway No. 28.

A road allowance area extending from Highway No. 28 to the shore of Paudash Lake was taken over and developed for the convenience of persons using boats on Paudash Lake.

MISCELLANEOUS

Routine Maintenance was carried out including the maintaining of the large mileages of primed surfaces put down during the season, snow-plowing and sanding of winter roads, etc.

Division No. 11—Huntsville

GRADING AND CULVERTS

(Major grading projects were carried out on No. 11 Highway—an 11 mile section from the Severn River to the north limits of Gravenhurst was 95% completed—a $2\frac{3}{4}$ mile Revision south of Huntsville was 85% completed and a two and three-quarter mile Revision north of South River was 100% completed.) The Minden-Kinmount Secondary Road was reconstructed for three miles and fully completed together with a three-quarter mile Revision east of Gooderham. On the Sundridge-Parry Sound Secondary Road a 1 mile Revision was also completed.

On Development Roads construction work consisting of widening, straightening, reducing of hills and curves, installing culverts, gravelling and general improvement was carried out and completed over 71 miles of road being approximately 24 miles in Parry Sound District—20 miles in Muskoka District and 27 miles in Haliburton County.

BITUMINOUS ROAD MIX MULCH

This was placed on a total of 38.7 miles as follows; 3.25 miles on Highway No. 11 south of Gravenhurst—0.5 miles between Bracebridge and Baysville; 7.2 miles between Huntsville and Baysville; 18.0 on Highway No. 60 in Algonquin Park—0.55 on Highway 35 south of Minden and 9.2 miles between Haliburton and Eagle Lake.



Rock Cut on Diversion of No. 11 Highway at South River



Diversion of No. 17 Highway Necessitated By H.E.P.C. Power Development at Des Joachims, on the Ottawa River. Old Highway at Right.

BITUMINOUS SURFACE TREATMENT

Surface treatment was applied on Highway No. 35 for 5 miles south of Minden together with 12 miles from Boshkung Beach to the Forestry Camp and for 1.5 miles through the Village of Dorset. On Highway No. 11 for 3 miles north of Huntsville and for 6 miles in the vicinity of South River. For 12 miles from McKellar to Highway No. 69 and for 7.60 miles through the Villages of Burks Falls, Magnetawan, Ahmic Harbour, Dunchurch, McKellar, Rosseau, Utterson and Port Sydney—on Highway No. 60 for 10 miles from the intersection of Highway No. 35 to Algonquin Park Boundary. From Huntsville to Newholm for 5.5 miles and from Norway Point to Dorset for 9.7 miles. Totalling 68.3 miles.

BITUMINOUS COLD MIX PATCHING

This was done on paved surfaces on Highways No. 11, 35, 60 and 69.

BITUMINOUS PRIME

Prime was applied to gravel road surfaces as follows: on Highway No. 69 from Glen Orchard to Hayes Corner to 19.5 miles and for 43 miles from Nobel to Britt Village; and for 3 miles from Highway No. 69 to Bayfield Inlet. Priming was done also on the Falkenburg, Windermere, Utterson, Rosseau-Hayes Corner roads for 48.5 miles; from Burks Falls to Highway No. 69 for 38 miles; from Magnetawan to Sundridge and Spur for 15 miles; from Highway No. 11 to Sprucedale for 9 miles; from Kinmount to Gooderham for 18 miles and from Eagle Lake to Redstone Lake for 4 miles. Totalling in all 198 miles.

CRUSHED GRAVEL

48,000 tons crushed gravel was supplied on Falkenburg, Utterson, Windermere and Rosseau roads; 12,000 tons on South River-Eagle Lake Road; 7,250 tons on the Emsdale-Kearney Road and 18,000 tons between Minden and Kinmount, in addition to this 8,487 tons of commercial stone was used for surface treatment and patching.

MISCELLANEOUS

Calcium Chloride dust layer was applied to 13 miles Highway No. 11 during construction and on the following gravel portions of Secondary Roads; 32 miles between Sprucedale and Highway No. 69; 16 miles between Dunchurch and Ard-beg; 17 miles on Highway No. 60; Algonquin Park; 12 miles between Haliburton and Redstone Lake; 15 miles between Haliburton and East Boundary and 10 miles between Minden and Kinmount.

General routine maintenance was carried out, and winter maintenance together with snow plowing was carried out on 290 of King's Highways and on 367 miles of Secondary Roads and on 31 miles of Township Roads. Totalling in all 688 miles.

Two sheds were erected to provide additional housing space for equipment.

Division No. 13—North Bay

GRADING AND CULVERTS

7.1 miles between Verner and Warren on Highway No. 17 were completed and a 3.5 mile Diversion between North Bay and Laronde Creek on Highway No. 17 was 34% completed. 1.8 miles of access road built for the H.E.P.C., from Harrington Creek to their La Cave Development, near Mattawa, were partially completed and made passable. A 1 mile Diversion was put around a sink hole on the Trout Creek-Loring Road. 9 miles of R.R. grade for the C.P.R., between Mattawa and Deux Rivieres was 75% completed, under agreement with the H.E.P.C. This was made necessary by the expected rise in the level of the Ottawa River, due to the H.E.P.C., Development at Des Joachims Rapids.

BITUMINOUS HOT MIX PAVEMENTS

A hot mix plant operated by the Department was used for mixing and laying a total of 31.0 miles of pavement consisting of 19.4 miles of base course and 3.3 miles of top on Highway No. 17, between North Bay and Mattawa; and 8.3 miles of base course between Mattawa and Deux Rivieres on Highway No. 17.

BITUMINOUS ROAD MIX MULCH

This type of pavement was placed on a total of 9.65 miles of road as follows: On Highway No. 17, from Warren Easterly for 1.4 miles; on Highway No. 63, from 28 miles North of North Bay northward for 7.0 miles; on Highway No. 64, 1.25 miles through the Village of Field.

BITUMINOUS RESURFACING OF OLD PAVEMENT

0.6 miles of Highway No. 11, south of Callander, was resurfaced with material from the Department's hot mix plant.

BITUMINOUS SURFACE TREATMENT

Bituminous Surface Treatment was carried out on 30.7 miles of road as follows: Highway No. 11, from 32 miles North of North Bay, a distance of 8.0 miles northerly; Highway No. 17 between Chalk River and Petawawa, a distance of 11 miles; Highway No. 17, from North Bay Westerly for 2.4 miles; Highway No. 63, from North Bay Northerly for 7.0 miles; On the Bonfield Spur for 2.3 miles.

BITUMINOUS PRIME

Bituminous Prime treatment was placed on a total of 112.1 miles as follows: Highway No. 11, from 40 miles North of North Bay, northerly for 15 miles; Highway No. 63, from 35 miles North of North Bay for 5.7 miles northerly; Highway No. 64, from Sturgeon Falls to the Junction of Highway No. 11, a distance of 35.4 miles; Highway No. 17, from Verner 5 miles west; Between Mattawa and Colton Lake, 51.0 miles.

BRIDGES

The Sunken Creek, Levasse River, and Cooke's Creek Bridges on Highway No. 11 were widened to 30 feet.

At Balsam Creek, on Highway No. 63, the old timber structure was torn down and replaced by a 20 ft., concrete arch.

Work on a 2-108' steel truss span bridge over the Mattawa River at Mattawa on the road to La Cave Power Development was commenced, and 3 of 4 abutments were placed ready for steel erection.

MISCELLANEOUS

Chemical Dust Layer was placed on all gravel surfaces through developed areas, which included 6 miles on Highway No. 17, between Verner and Warren; 43 miles between Trout Creek and Loring; 18 miles between Powassan and Restoule; 10 miles between Field and River Valley, and a total of 66 miles on various gravel roads south of Warren into the French River District.

A total of 145,000 tons of crushed gravel or stone was placed on the following roads: 20,000 tons on Highway No. 63; 20,000 tons on Highway No. 17 East of Mattawa; 15,000 tons on Highway No. 64; 20,000 tons between Trout Creek and Loring; 15,000 tons between Powassan and Restoule; 15,000 tons between Verner, Lavigne and West Arm Narrows; 25,000 tons between Hagar-Noelville-Rutter and Wolseley Bay; 15,000 tons between Verner and Warren on Highway No. 17.



Hot Mix Pavement Laid By Department Forces on No. 17 Highway, Fourteen Miles West of Mattawa



Revision of No. 11 Highway, Six Miles North of Ramore

General routine maintenance was carried out which included pavement patching; gravelling and grading; spreading of sand and salt; snow plowing, and erection and dismantling of snow fences; 540 miles of road were kept plowed, and all main highways were kept bare of ice and snow.

A 40' x 60' Quonset Hut at Verner and a 40' x 20' wooden shed at Noelville were erected to increase storage facilities, and 4 park areas were maintained.

GRADING AND GRANULAR BASE

On Highway No. 17, Granular Base was placed on 18 miles between Ruthglen and Deux Rivieres; on Highway No. 17, 3.5 miles of Granular Base was placed near Verner; on Highway No. 17, Grading and Granular Base was placed for 7.1 miles between Verner and Warren; on Highway No. 17, Grading 34% completed on 3.5 mile Diversion between North Bay and Laronde Creek.

SECONDARY AND OTHER ROADS

Trout Creek-Loring Road—Grading and gravelling of 1 mile Diversion around a sink hole.

Harrington Creek-La Cave—1.8 miles access road to H.E.P.C., development at La Cave were partially completed and made passable.

C.P.R. Right-of-Way-Mattawa-Deux Rivieres—Grading and Culverts 75% completed on 9 miles of C.P.R. right-of-way.

MAINTENANCE

Bituminous Resurfacing of Old Pavement—On Highway No. 11 south of Callander, 0.6 miles.

BITUMINOUS PRIME

A total of 112.1 miles.

CHEMICAL DUST LAYER

A total of 143 miles.

Division No. 14—New Liskeard

GRADING AND CULVERTS

On Highway No. 11 revision 2.5 miles in length just north of Latchford, commenced the previous year, was completed to a crushed gravel surface. An 11 mile revision south from Matheson commenced the previous year was completed. A further 6 miles continuing south from the above was let and completed.

Highway No. 101—On the Mining Road easterly from Matheson 12 mile section commenced the previous year was completed to a pit-run gravel surface. This road has now been designated as part of Highway No. 101.

Highway No. 66—On Highway No. 66, 0.7 miles of road was raised using waste mine rock. This was necessitated by the waste slimes from local mines causing flooding conditions. At the low point the road was raised 12 feet. This work was completed to a crushed gravel surface.

Work on Development Road No. 47 (1.84 miles in length) a connecting link of Highway No. 66 through the Townsite of Kirkland Lake in the Township of Teck, was just started. Partially rough graded only. The 20 miles of mining road south-west from Timmins just started the previous fiscal year was graded to a pit-run gravel surface for 6 miles; an additional 7 miles was rough graded. Late last year a start was made on 8 miles of mining road from Matachewan easterly towards Swastika. This project was completed to a crushed gravel surface.

Major ditching on Secondary Roads was carried out by Department forces, and hired equipment.

BITUMINOUS ROAD MIX MULCH

This type of surface was laid by Department forces on 12.5 miles of road as follows: On Highway No. 65 immediately west of New Liskeard for 5.5 miles; on Highway No. 65 and Ashley Mine Road through the Townsite of Matachewan westerly for 2.5 miles; on Highway No. 66 from the Quebec Boundary easterly for 2 miles; on the Timmins Back Road extensive patching on existing mulch surface, 3 stretches, totaling 2 miles; on Highway No. 67 through Barber's Bay and Connaught, on existing mulch surface extensive patches totalling 0.5 miles.

BITUMINOUS SURFACE TREATMENT

A double surface treatment was applied on old concrete pavement through the Town of Haileybury 0.4 miles in length.

BITUMINOUS PRIME

Prime Dust Layer was applied to gravel surfaced roads as follows: On Highway No. 11 on the Round Lake-Kenogami Lake Cut-Off and continuing north to 3 miles north of Wavell, a total distance of 34.4 miles; on Highway No. 65 on 2 miles through Matachewan Townsite westerly on Ashley Mine Road; On Highway No. 66 on 2 miles from Quebec Boundary westerly; on Highway No. 101 on various short stretches west of Matheson, 6 miles.

BRIDGES

On Highway No. 67, a rigid frame reinforced concrete bridge over the Porcupine River near Hoyle was completed with the exception of Hand Rail and some backfill.

On Highway No. 65, a start was made on a new steel and concrete trestle type bridge supported on treated piling. Completed only to pile caps at end of fiscal year. The Department designed and supervised the construction of a similar type bridge for the Organized Township of Kerns.

A new pioneer type timber bridge was built on the Gowganda Road in the Westree area, over the Picinimika River, by Department Forces.

Major repairs were made to several old type timber bridges throughout the Division, by Department Forces.

CRUSHED GRAVEL AND STONE

Under contracts, crushed gravel and granular base were placed as follows: On Highway No. 67, from Porquois Junction to Hoyle, and on the Barber's Bay Road a total of 26 miles, 30,005 tons of crushed gravel was placed on road and in stock piles, besides 24,242 cubic yards of Granular Base Course; on Highway No. 66, 10,001 tons gravel for Mulch patching material; on Secondary Road Timmins West 6 miles, 10,001 tons placed on road and in stock piles; on Secondary Road, Ramore to Holtyre, 4.6 miles, 10,014 tons on road and stock piled; on Secondary Road, Englehart-Charlton North, and from Charlton to Tamarac Creek, 28.8 miles, 37,606 tons on road and stock piles, besides 22,542 cubic yards of Granular Base.

MISCELLANEOUS

Chemical Dust Layer was applied to 120 miles of King's Highways and 74 miles of Secondary Roads.

31.8 miles of Right-of-way fence was erected.

70 miles of Snow Fence erected, dismantled and stored.

5,000 cubic yards of Sand for Winter Maintenance was used.

During the winter months, 328 miles of King's Highways, and 215 miles of Secondary and other roads were kept open and maintained.

Routine maintenance was carried out on 334 miles of King's Highways, and 354 miles of Secondary Roads.

Division No. 16—Cochrane

DITCHING

Between Kapuskasing and Hearst fifty miles of ditching was completed together with several miles of cleaning of ditches, the benefit of which was shown in the excellent drainage as the snow melted.

GRANULAR BASE

A 22 mile section between Cochrane and Devonshire was completed. A 20 mile section between Smooth Rock Falls and Fauquier was completed. On both of these sections an average of 5,000 cubic yards per mile granular base course was laid and a gravel surface of 2,000 tons per mile was placed.

CRUSHED GRAVEL

180,000 tons of gravel was crushed and 100,200 tons was placed on Highway No. 11, between Fauquier and Hearst and between Flint River and Longlac. The balance was placed in stock pile. 30,000 cubic yards of gravel was also placed on the 90 miles of Secondary Roads to the extent of about 300 cubic yards per mile.

BRIDGES

The bridges over the Mattawishkia River and the Missinaibi River were completed and the sub-structures were built for the Frederickhouse and Buskegau Bridges. These structures were built by the Division Day Labour crew.

FENCING

On Highway No. 11 about 24 miles of fence was erected.

RIGHT-OF-WAY MAINTENANCE

Brush was cleaned up on 100 miles of right-of-way and weed eradication treatment was carried out over this Division.

EQUIPMENT YARDS AND BUILDINGS

A war Assets Building 50' x 70' was purchased, torn down and re-erected at Hearst and one 55' x 80' at Kapuskasing. Water and heat were supplied for the Hearst building. At Paquia River a building 45' x 28' was repaired for storage.

MISCELLANEOUS

140,000 lineal feet of snow fence was erected along Highway No. 11 and the usual snow plow operations were carried out during the winter.

Division No. 17—Sudbury

GRADING, GRAVELLING AND CULVERTS

Grading was completed on the 3.5 mile section of the Sudbury-Capreol Road. Improvement of the road from Missinabie to Renabie Mine was completed and a road 1.3 miles long was constructed connecting Renabie Mine and Dulama Gold Mine. On the road south of Chapleau the 8 mile section from mile 43 to

mile 51 was under construction. A contract was awarded for the construction of 13.5 miles of road from mile 51 south of Chapleau to mile 64.5 at Hinckler Lake. Clearing operations and construction of several bridges were started.

On Manitoulin Island a diversion in the vicinity of Indian Point west of Gore Bay was completed, and 3 miles of grade revision was carried out on Little Current-Gore Bay Road in the vicinity of West Bay.

BRIDGES

Major repairs were carried out on 10 timber bridges and minor repairs on 3 concrete bridges. Approaches and substructures were completed for the new Vermilion River Bridge on Highway No. 17.

BITUMINOUS ROAD MIX MULCH

A total of 20.9 miles of mulch surfaces were laid on the following locations: On the Little Current-Gore Bay Road, 9.3 miles east from Gore Bay; on the Gore Bay-Meldrum Bay Road, 1.0 miles at Silverwater; on the Tehkummah-Providence Bay Road, 0.4 miles at Sandfield; on the Tehkummah-Providence Bay Road, 0.5 miles at Tehkummah; on the Providence Bay-Gore Bay Road, 1.0 miles at Providence Bay; on the Providence Bay-Gore Bay Road, 0.5 miles at Spring Bay; on the Little Current-South Baymouth, 0.9 miles at South Baymouth; on the Sudbury-Levack Road, 3.5 miles at Chelmsford-Larchwood; on the Sudbury-Capreol Road, 3.8 miles north of Sudbury.

BITUMINOUS RESURFACING OF OLD PAVEMENTS

A total of 3.5 miles of old pavements were resurfaced as follows: On Highway No. 68-Espanola-Little Current, 0.3 miles Goat Island; on Highway No. 69-Sudbury-Burwash, 0.2 miles Lockerby; on the Sudbury-Capreol Road, 0.9 miles-Sudbury-Hanmer; on the Sudbury-Levack Road, 0.9 miles Azilda-Chelmsford; on the Little Current-Gore Bay Road, 1.2 miles Little Current Westerly.

BITUMINOUS SURFACE TREATMENT

66.8 miles of pavement were surface treated on the Division: On Highway No. 17, Hagar-Sudbury, 8.9 miles; on Highway No. 17, Sudbury-Vermilion River, 4.8 miles; on Highway No. 68, Highway 17 to Espanola, 2.0 miles; on Highway No. 68, Goat Island, 0.9 miles; on Highway No. 17 to Falconbridge, 8.3 miles; Sudbury-Frood Mine, 1.0 miles; Sudbury-Capreol, 10.6 miles; Sudbury-Levack, 8.0 miles; Little Current-Gore Bay, 12.3 miles; Little Current-South Baymouth, 7.1 miles; Tehkummah-Providence Bay Road, 0.9 miles at Mindemoya; Highway No. 17 to Creighton Mine, 2.0 miles.

BITUMINOUS PRIME ON GRAVEL SURFACES

A total of 69.9 miles were applied as follows: Highway No. 17-Vermilion River to West Boundary, 30.0 miles; Sudbury-Levack-Cartier Road-Chelmsford West, 19.5 miles; Garson-Skead, 12.4 miles; Hanmer-Baileys Corners, 8.0 miles.

CALCIUM DUST LAYER ON GRAVEL SURFACES

This was applied to 202.2 miles of gravel surfaces as follows: Highway No. 68 to Espanola-Little Current, 34.6 miles; Highway No. 69-Sudbury Burwash, 19.8 miles; Whitefish-Lake Penage, 8.2 miles; Little Current-Meldrum Bay, 65.4 miles; Little Current-South Baymouth, 35.3 miles; South Baymouth Road-Providence Bay Road, 23.0 miles; Providence Bay-Spring Bay, 6.0 miles; Mindemoya-West Bay, 7.5 miles; Barrie Island Road, 2.4 miles.

MISCELLANEOUS

The usual routine maintenance was carried out. Snowfall was lighter than normal but icing conditions were much more severe than usual. Snow plowing



Rock Cut on No. 17 Highway, Seven Miles East of Bruce Mines



Spreading Granular Material on No. 17 Highway, Five Miles West of Desbarats

was done on 134.7 miles of King's Highways and 372.1 miles of Secondary Roads. In addition, plowing was carried out on 182.2 miles of road in 18 organized municipalities and 56.4 miles in 9 unorganized townships.

Division No. 18—Blind River

GRADING AND CULVERTS

Highway No. 17—Work was started on two revisions between Blind River and Iron Bridge, one 5.5 miles west of Blind River for 0.4 miles and the other 0.5 east of Iron Bridge for 1.2 miles. These were not completed.

Work continued on the 11.5 miles section between Thessalon and Bruce Mines but not completed.

Granular base was placed in a 14 mile stretch between Bruce Mines to Pine Island Corner.

Secondary Roads—Grading was completed on a 24.5 mile section of the Thessalon-Wharnccliffe Road north from Thessalon. The lower 15 miles of this will provide for the hauling of equipment to the H.E.P.C. Development on the Mississagi River and the upper 10 miles will place the road above flood level of the waters above the dam at this Development.

Work was started on a 3.4 mile project from Highway No. 17 to St. Joseph Island at Humbug Point. This was not completed.

Construction was started on two steel and concrete bridges. One over the Mississagi River at Iron Bridge and one over the Mississagi River near the Hydro Tunnel Development. Neither were completed.

BITUMINOUS HOT MIX PAVEMENT

8.5 miles were paved on Highway No. 17 west from Bruce Mines.

BITUMINOUS ROAD MIX MULCH

22 miles of road mix mulch were laid as follows:

Highway No. 17, Cutler 5 miles west.

Highway No. 17, East from 5 miles east of Blind River 5 miles.

Highway No. 17, 9 miles west of Iron Bridge 0.5 miles.

Highway No. 17, 20 miles north of Soo, 3 miles.

Highway No. 17, Batchawana River, 3 miles north.

Gros. Cap Road, 5.5 miles.

BITUMINOUS SURFACE TREATMENT

Highway No. 17, 25 miles north of Soo, 5 miles. Gros. Cap. Road, 5 miles.

BITUMINOUS PRIME

Bituminous prime was applied to 75 miles of Highway No. 17 beginning at the east of the Division.

CALCIUM DUST LAYER

Chemical Dust Layer was applied to 78 miles of King's Highway and 20 miles of Secondary Roads.

Crushing and stock piling of gravel on Highway No. 17 for 48,000 tons and on Secondary Roads for 30,000 tons.

Right-of-way fence was erected for 10 miles.

Sand stored for winter maintenance on Highway No. 17 amounted to 3,000 tons.



Mulch Surface, No. 17 Highway, Two Miles West of Cutler



Resurfaced Pavement, No. 61 Highway Near Middle Falls

370 tons of salt was used for ice removal and for chemical treatment of sand.

580 tons of calcium chloride was used principally as dust layer.

During the winter 222 miles of King's Highway and 200 miles of Secondary Roads were kept open.

One equipment storage shed was erected on the Secondary Road North from Thessalon.

Routine maintenance of all roadside picnic places and parks with no additional equipment being supplied.

Routine maintenance of all King's Highways and Secondary Roads.

Construction of two more barges for the ferry service to St. Joseph Island was completed and motive equipment installed in one.

Division No. 19—Fort William

GRADING AND CULVERTS

Almost 41 miles of grading, etc., was carried out this past season as follows: On Highway No. 17 commencing at Schreiber and easterly for 12.7 miles, work was completed on an old road, and relocation made necessary by the H.E.P.C. Development east of Schreiber. Two overhead railway crossings were also constructed on this stretch of road. On this same highway a commencement was made on 8 miles of Highway from Terrace Bay easterly.

Grading of 12.25 miles of road for Hydro Development between Cameron Falls and Pine Portage north of Nipigon was completed this season.

Re-Grading completed on 7 miles of Secondary Oliver Road between Port Arthur and Twin City Cross Roads.

Grading commenced on the Argon Diversion of 1 mile at Savanne on Highway No. 17.

Savant Lake to Doghole Bay Winter Road, a distance of 50 miles was completed this season.

BRIDGES

On King's Highways—A re-inforced concrete bridge with steel superstructure was built over the Aguasabon River. The concrete bridge at Savanne was completed, and repairs carried out on the Mackenzie River Bridge, all on Highway No. 17.

On Secondary Roads—A creosoted Pile Bent Bridge was erected at Slate River on the Pearson-Pardee Loop Road. A creosoted Trestle Bent Bridge erected at Peerless Creek on the Silver Mountain Road.

Work was commenced on the Bass Creek Bridge on the road from Nipigon to Cameron Falls. A Bailey Bridge will be erected on this site.

BITUMINOUS RESURFACING

Resurfacing and patching of old pavements was done on 20 miles of road as follows:

Resurfacing was placed on Highway No. 61 from the International Boundary to Pine River, a distance of 12 miles. Patching was carried out from Pine River north for 8 miles to Jarvis River.

BITUMINOUS ROAD MIX MULCH SURFACE

This type of pavement was placed on 3.8 miles of road as follows:

On Highway No. 17 from Schreiber, 2.4 miles east, at Dorion 2 miles and 1.2 miles south of Highway No. 17 on Twin City Cross Roads.

BITUMINOUS SURFACE TREATMENT

Surface treatment was given to 23 miles of existing bituminous surfaces as follows:

On Highway No. 17 for 7 miles east of Port Arthur; on Highway No. 61 for 12 miles south of Fort William, and on Highway No. 17A for 4 miles west of Port Arthur.

BITUMINOUS PRIME

Primed applied on 195.3 miles of gravel surfaced King's Highways, namely; Highway No. 11 for 124 miles, Highway No. 17 for 71.3 miles.

CRUSHED GRAVEL AND STONE

A total amount of 254,215 tons was placed on surfaces of Highways No. 11, 17 and Secondary Roads—Oliver Road and areas south of Kakabeka. Crushed Gravel was stock-piled on Highway No. 17 near English River, and near Selim Hill, on Highway No. 11 from Jack Pine to MacDiarmid, and on Secondary Oliver Road.

MISCELLANEOUS

Calcium dust layer was placed on 338 miles of road.

Right-of-way fencing erected on $\frac{3}{4}$ mile of Highway No. 17 between Fort William and Kakabeka.

Snow fences, erected, dismantled and stored on a total of 35 miles.

Winter Maintenance. 4,500 cubic yards of sand used on Highways, 100 tons of salt for de-icing, and 745 tons of calcium used for de-icing and as dustlayer. Roads snowplowed and kept open totalled 632 miles. New snow hedges were planted on Highway No. 17 for $1\frac{1}{4}$ miles bringing the total of snow hedges maintained to 2 miles.

Off Road Park Areas numbering 20 and having an acreage of approximately 230 acres were maintained during the season, together with, 3 Roadside Picnic places. Wayside Tables numbering 113 and 8 respectively were available for the use of the tourists and travellers taking advantage of this much appreciated service.

Routine maintenance was carried out on 422 miles of King's Highways, and on 23.3 miles of Secondary Roads. A considerable number of minor culverts were replaced, innumerable frost boils dug out at various points on the Division.

Repairs were carried out on the Nezhah-Sturgeon Mining Road.

A new scale house was built during the past season, on Highway No. 17 east of Port Arthur City Limits.

Division No. 20—Kenora

BITUMINOUS RESURFACING

Bituminous Resurfacing was carried out in Patching, over 1.5 miles of Highway No. 71 from Fort Frances to Devlin.

BITUMINOUS ROAD MIX MULCH

Road Mix Mulch was laid on Highways No. 70 and 71 as follows: Mac Lake to Sious Narrows, 12 miles; Sleeman to Pinewood, 7 miles; Pinewood to Rainy River (Patching) 3 miles.

BITUMINOUS SURFACE TREATMENT

Bituminous surface treatment was given to 17 miles of existing pavements as follows: On Highway No. 17, Vermilion Bay to Waldhof Corners for 7 miles; on Rabbit Lake Road for 3 miles; on Highway No. 71, Sleeman to Rainy River, a distance of 7 miles.

BITUMINOUS PRIME

Bituminous Prime was placed on gravel surfaces for a total of 106 miles as follows: On Highway No. 17, English River to 10 miles east of Ignace for 27 miles; on Highway No. 17 10 miles west of Ignace to 27 miles west of Ignace—17 miles; on Highway No. 17, Oxdrift to Waldhof Corners for 13 miles; on Highway No. 17, Longbow Corners to Earngey Lake for 22 miles; on Highway No. 70, Nestor Falls to Snake Bay for 20 miles; on East Melick Road for 7 miles.

CRUSHED GRAVEL OR STONE

Crushed stone or gravel totalling 240,000 tons was placed on Highways No. 17, 72, 105, 70 and 71 and Eton-Rugby, South Aubrey, East Melick and Laclu Loop Roads.

MISCELLANEOUS

A bridge was commenced over the west branch of the Winnipeg River on Highway No. 17.

Right-of-way fence totalling 5.3 miles was erected in the Division as follows: on Highway No. 71, 1,570 rods; on Highway No. 17, 160 rods.

Snowplow garages were constructed at Vermilion Bay, South Narrow Lake, Ignace and Perrault Falls.

A scale house was constructed 10 miles east of Kenora on Highway No. 17.

Highway Roadside parks were maintained and improved by the clearing of brush and addition of more picnic tables and fireplaces.

General maintenance of all roads was carried out and brush killer was sprayed on the roadside of 500 miles of road.

2,000 ft. of snow hedge was planted on Highway No. 17 in the vicinity of Dryden and 2,000 ft. on Highway No. 71 in the vicinity of Fort Frances.

Winter maintenance, including snowplowing, was carried out on 563 miles of King's Highways and 336 miles of Secondary Roads.

Calcium Chloride Dust Layer was placed on 155 miles of gravel road as follows: Highway No. 17 from Mile 30 west of Ignace to Wabigoon, a distance of 24 miles; Highway No. 17 from Wabigoon to Oxdrift, a distance of 22 miles; Highway No. 105 from Red Lake to Chukuni River, a distance of 23 miles; Highway No. 105 from Standard Camp to Perrault Falls, a distance of 17 miles; Redditt Road from Mile 4 north of Kenora to Redditt, a distance of 15 miles; Pellatt Road, a distance of 19 miles; On Highways 70 and 70A, a distance of 35 miles.

GRADING AND GRANULAR BASE

Highway No. 17—Frost Boil Excavation, Ditching and Placing Granular Base was carried out where necessary from Dinorwic to 30 miles west of Ignace, a distance of 20 miles.

Highway No. 17—Frost Boil Excavation, Ditching and Placing Granular Base was carried out where necessary from Longbow Corners to Vermilion Bay, a distance of 47 miles.

Highway No. 70—Commencement of Grading 6 miles from Finland South.

Highway No. 70—Granular Fill, (25,000 cubic yards) was placed in Mac Lake Sinkhole 36 miles south of Kenora.

Highway No. 70—Granular Base was placed on 3 miles between Sioux Narrows and Mac Lake in preparation for mulch.

SECONDARY AND OTHER ROADS

Redditt Road—Grading and Culvert placing from 1 mile north of Kenora to 4 miles north of Kenora.

Red-Lake-Madsen-Starratt-Olson Road—Grading and culvert placing, a distance of 8 miles.

Vermilion Bay-Quibell-Clay Lake Road—Grading and culvert placing, a distance of 15 miles.

Development Road No. 59-Municipality of Jaffray-Melick—A start was made on grading and culvert placing on this 1.5 mile stretch.

Development Road No. 28-Municipality of Kingsford—Grading and culvert placing was completed on 2 miles of this 6 mile road.

PAVEMENT CONSTRUCTION

BITUMINOUS HOT MIX PAVEMENT

Highway No. 71—Emo to Devlin. 7.6 Miles Laid

BITUMINOUS ROAD MIX MULCH

Highway No. 70—Mac Lake to Sioux Narrows. . . . 12 Miles Laid

Highway No. 71—Sleeman to Pinewood. 7 Miles Laid

Highway No. 71—Pinewood to Rainy River. 3 Miles Laid

MAINTENANCE

BITUMINOUS RESURFACING

1.5 miles.

BITUMINOUS SURFACE TREATMENT

17 miles were treated.

BITUMINOUS PRIME

A Bituminous Prime coat was applied to 106 miles of Gravel Surface Highways and Secondary Roads.

CALCIUM DUST LAYER

Calcium Chloride was spread on 155 miles of gravel road.



Snow Blower Clearing Snowbank Along Edge of Highway



Snowplow Operating on Highway in Ontario's Snowbelt



Truck Mounted Snow Plow Operating in Georgian Bay District



Plow Bucking Heavy Drift Following a Bad Storm

Annual Report for 1948

MUNICIPAL ROADS BRANCH

J. A. P. Marshall, Chief Municipal Engineer

During 1948 the Branch continued its major functions of guiding procedure, supervising performance, examining expenditures and calculating subsidies attending the maintenance and improvement of roads and bridges by the municipalities of Ontario.

The expansion of effort on the part of municipal road authorities to overcome the effects of reduced activity during earlier periods of depression and war is illustrated by a comparison of subsidies paid on road expenditures in the years indicated.

| YEAR | COUNTIES | TOWNSHIPS | URBAN | TOTAL |
|------|------------|------------|------------|-------------|
| 1935 | 1,553,000. | 1,234,000. | — | 2,787,000. |
| 1940 | 2,248,000. | 2,411,000. | — | 4,659,000. |
| 1945 | 2,898,000. | 4,178,000. | — | 7,076,000. |
| 1948 | 6,204,787. | 7,760,796. | 2,807,894. | 16,773,477. |

Close contact was maintained with local councils and their road officials through the Branch's 20 district offices, with district municipal engineers and auditors at the call of municipalities desiring special or timely assistance in the solution of road problems. Periodic visits and inspections were made as frequently as possible in the many municipalities comprising each district. Advice and guidance were extended in all matters pertaining to road engineering, statutory requirements and road accounting practice.

Two legislative measures in 1948, amending The Highway Improvement Act, affected municipal road jurisdictions in minor degree. One clarified the procedure of amending county road by-laws respecting the addition or reversion of county roads. The other related to the computation of the statutory limit of subsidizable expenditures by urban municipalities. Neither enactment altered the existing rates of subsidy.

The above total, \$16,773,477.52 of statutory aid was disbursed in the form of subsidies on road, bridge, equipment, land and other approved expenditures in 37 counties, 29 cities, 5 separated towns, 572 incorporated townships, 21 Indian reserves, 2 Provincial parks, 11 improvement districts, 137 towns and 155 villages. In territory without municipal organization 146 statute labour boards and 214 unorganized units received aid to the amount of \$659,936.27. In all, 1329 units were recipients of financial assistance toward better roads.

Summaries of all 1948 municipal road expenditures, and of the subsidies paid thereon, appear elsewhere in this Report. Tables of county and township road mileages are also among the appendices to follow.

INTERIM PAYMENTS OF SUBSIDY

To assist municipal councils in satisfying bank indebtedness and outstanding road accounts before each year's close, the Branch computes an interim subsidy, based on 80% of expenditures to the end of August. In 1948, all counties, 545 townships and 250 urban municipalities received this interim aid, which involved



Causeway Across Lake Chemong as at June, 1948



Placing Rock Fill for New Causeway Across Lake Chemong



New Causeway across Lake Chemong as at June, 1949



Aerial View of Diversion of River Road, Gloucester Township

the disbursement of \$9,297,800.89, being 55% of the total subsidy paid on 1948 expenditures.

DEVELOPMENT ROADS

(as authorized by Part IV B, The Highway Improvement Act)

In addition to aid in the form of subsidies on municipal road expenditures, the Branch directs an auxiliary aid toward the improvement of roads in sparsely settled areas, which entail expenditures beyond the means and resources of the local communities. Lack of serviceable roads has impeded the development of many communities that are otherwise promising and attractive for agricultural or industrial pursuits. Safety is a significant factor where narrow, winding or hilly roads carry traffic comparable in volume with that for which wealthier and more fortunately located municipalities have long since provided roads of adequate widths and grades. Where it is obvious that local authorities have found it impossible to cope with the expense of adequate improvement, the road, when designated as a Development Road by the Minister, is placed, temporarily, in a separate category. Through an agreement between the Department and the municipality the work of improvement is undertaken by the Department. When the road has been conditioned to traffic requirements it is returned to the custody of the municipality.

During 1948 operations were conducted by the Branch on 56 of these Development Road projects, totalling 475 miles. Six were completed within the year and 15 were nearing completion at its close. A total of \$1,479,678.71 was disbursed from the Development Road fund. The corresponding figure for 1947 was \$429,881.99 and for 1946 \$153,050.23. Particulars concerning location, mileage and expenditures made in 1948 on these Development Road projects appear in a separate summary.

POOL EQUIPMENT

A further service is extended to municipalities by making modern, Department-owned, road-building machinery available to them at exceedingly low rental rates. The scarcity of such equipment, its high purchase price, the difficulty of securing competently trained operators and of keeping both man and machine economically employed, prompted the establishment of a Pool Equipment Service in 1947. It enables municipalities to proceed with operations for which the temporary aid of certain types of equipment is now considered essential; and is relieving them of the necessity of purchasing units for which their requirements are limited. The hourly rates charged for the use of such equipment are so favorable as to create a notable saving, as against first cost, depreciation and cost of upkeep of locally owned machinery combined with operating charges.

During 1948, 40 power graders, 4 pull graders, 17 tractors, 7 compressors and 1 truck were added to the equipment pool, bringing to 101 the number of units which the Branch has made available for the use of the municipalities. These machines, with skilled operators as required, were used by the municipalities of 14 Districts during the year, being assigned by the District Engineer to the most needful tasks. Distribution by the Branch was directed to areas in which work awaited heavy units too expensive for local ownership.

COUNTY ROAD SYSTEMS

County Road expenditure in 1948, at \$11,345,808.93 exceeded that of any previous year. Bridges and culverts accounted for \$1,678,979.96, almost twice the corresponding figure for 1947. Early spring flood damage necessitated numerous replacements and repairs for which abnormal prices for steel, cement and labour had to be met. Other less urgent items of construction reflected the continuing



Concrete Bridge Erected near Kingwood, Wellesley Township



Egmondville Bridge, Tuckersmith Township

scarcity of these essentials, and were largely confined to widening or the building of new grades as suitable equipment became available for earth and rock manipulation. Outstanding examples of such projects include,—a 300,000 cubic yard rock-filled causeway $\frac{3}{4}$ mile long with 30' grade across Lake Chemong in Peterborough County; and completion, except for paving, of the Bayview Avenue fill by the Toronto and York Road Commission, both of which projects are illustrated elsewhere in this report.

Maintenance operations succeeded noticeably in re-habilitating many miles of county roads. Expenditure at \$6,328,978.22, as compared with \$5,608,706.76 in 1947 indicated a decisive increase in summer activity as a more favorable winter resulted in a reduction of snow and ice control costs, the winter expenditure for 1948 being, for county roads \$1,255,707.59 as against \$1,679,067.31 in the previous year.

SUMMARY OF 1948 COUNTY ROAD IMPROVEMENTS

Construction Items

| | |
|--|-------------|
| (1) New or Rebuilt Gravel or Stone Surfaces..... | 147.9 miles |
| Low-cost Bituminous Surfaces..... | 115.4 " |
| Pavements..... | 42.8 " |
| COMPLETED ROAD CONSTRUCTION..... | 306.1 " |
| Graded to Standard Cross-section..... | 247.2 " |
| (2) Bridges (10 foot span and over); Concrete, 61; Steel, 5; Timber, 1; Total, 67. | |
| Culverts (under 10 foot span); Concrete, 50; Metal Arch, 9; Timber, 1; Total, 60. | |
| Pipe Culverts installed..... | 998. |

Maintenance Items

| | |
|--|------------------|
| (1) Bituminous Surface Treatment..... | 688 miles |
| Dust Prevention with Oil..... | 440 " |
| Dust Prevention with Calcium..... | 2,154 " |
| Clay-gravel Stabilization (Calcium)..... | 53 " |
| Resurfacing, Pit-run Gravel..... | 141,984 Cu. Yds. |
| Crushed Gravel..... | 612,631 " |
| Crushed Stone..... | 66,991 " |
| (2) SNOW CONTROL: | |
| Mechanical Equipment Operations..... | 8,948 miles |
| Snow Fence Protection..... | 1,183 " |
| (3) Weed and Brush Control, by Spraying..... | 2,628 " |
| by Cutting..... | 3,414 " |
| (4) Repaired Bridges, 210; Repaired Culverts, 779. | |

MILEAGE ADJUSTMENTS

During 1948 the following changes in the county road systems were approved.

| County | Additions Miles | Deletions Miles |
|--------------------------------|--------------------|--------------------|
| Brant..... | 8.3 | ..... |
| Carleton..... | 13.0 | ..... |
| Hastings..... | 1.0 | ..... |
| Kent..... | 17.5 | ..... |
| Lambton..... | 0.9 | ..... |
| Lincoln..... | 14.5 | ..... |
| Middlesex..... | 4.5 | ..... |
| Norfolk..... | 29.5 | ..... |
| Northumberland and Durham..... | 44.75 | ..... |
| Peterborough..... | 2.25 | ..... |
| Prince Edward..... | 0.75 | ..... |
| Renfrew..... | 11.5 | ..... |
| Waterloo..... | 13.8 | 2.30 |
| Wellington..... | 20.5 | ..... |
| York..... | 2.5 | ..... |
| TOTAL..... | 185.25 | 2.30 |

COUNTY SUBURBAN ROADS

The mileage of county suburban roads, in which both county and city or separated town have mutual interest and responsibility, increased by 40 to a total of 957.37 miles during 1948. Leeds and Grenville added 4.5 miles in the vicinity of Brockville. Upon Waterloo becoming a city a suburban roads commission was inaugurated with Waterloo County, and 10 miles were placed under its supervision. The Kitchener Suburban Roads Commission mileage was increased by 25.7 miles. There were other minor revisions in several counties.

A total expenditure of \$2,165,834.34 was made on county suburban roads as compared with \$1,627,058.78 in 1947. In all instances the expenditures were shared 50% by the Department, 25% by the County and 25% by the city or separated town.

Following is the record of mileages, expenditures and subsidies pertaining to the activities of the 30 suburban road commissions during 1948:—

EXPENDITURES ON COUNTY SUBURBAN ROADS—1948

| Name of County | Mileage | Approved Expenditure | Government Subsidy |
|-----------------------------------|---------|-------------------------|-----------------------|
| Brant..... | 28.40 | \$ 42,442.88 | \$ 21,586.08 |
| Carleton..... | 99.00 | 243,165.22 | 125,898.51 |
| Elgin..... | 20.00 | 6,212.71 | 3,289.02 |
| Essex..... | 41.00 | 72,006.12 | 36,011.58 |
| Frontenac..... | 40.70 | 33,571.90 | 16,785.95 |
| Grey..... | 32.50 | 37,814.76 | 20,111.06 |
| Hastings..... | 5.25 | 8,221.97 | 4,176.20 |
| Kent..... | 9.75 | 3,165.26 | 1,626.59 |
| Lambton..... | 14.50 | 32,796.30 | 16,398.15 |
| Lanark..... | 6.00 | 9,709.07 | 5,305.93 |
| Leeds and Grenville: | | | |
| Brockville..... | 12.12 | 10,591.63 | 5,364.51 |
| Gananoque..... | 2.10 | 4,065.29 | 2,101.52 |
| Smith's Falls..... | 5.12 | 3,805.83 | 1,902.92 |
| Lincoln..... | 15.40 | 23,112.84 | 11,559.78 |
| Middlesex..... | 54.10 | 79,394.80 | 40,561.76 |
| Northumberland & Durham..... | 6.50 | 5,061.73 | 2,647.59 |
| Ontario..... | 16.25 | 17,511.44 | 8,788.08 |
| Oxford: | | | |
| Ingersoll..... | 4.30 | 3,939.67 | 1,969.83 |
| Woodstock..... | 3.95 | 1,836.88 | 918.44 |
| Perth..... | 7.50 | 6,903.71 | 3,558.41 |
| Peterborough..... | 77.85 | 55,112.07 | 27,742.06 |
| Stormont, Dundas & Glengarry..... | 30.00 | 45,388.78 | 22,953.28 |
| Waterloo: | | | |
| Galt..... | 14.20 | 15,675.23 | 7,865.97 |
| Kitchener..... | 36.70 | 46,736.86 | 23,526.77 |
| Waterloo..... | 10.00 | 8,092.13 | 4,057.98 |
| Welland: | | | |
| Niagara Falls..... | 9.90 | 22,663.28 | 11,340.10 |
| Welland..... | 7.00 | 13,622.18 | 6,872.40 |
| Wellington..... | 32.50 | 23,857.93 | 14,273.98 |
| Wentworth..... | 54.00 | 103,210.23 | 52,697.61 |
| York..... | 260.78 | 1,186,145.64 | 695,759.27 |
| TOTALS..... | 957.37 | \$2,165,834.34 | \$1,197,651.33 |

ROADS IN CITIES TOWNS AND VILLAGES

Under the legislation enacted in 1947 subsidies were paid to the cities, towns and villages on expenditures made on the improvement and maintenance of



Cut on Development Road Between Buckhorn and No. 28 Highway



Grading of Pembroke-Eganville Development Road, Just North of Eganville



Regraded Bayview Avenue, at Sunnybrook Hospital North of Toronto



Improvement of Development Road at The Narrows, Eagle Lake, Machar Township

streets during the 1948 calendar year, this being the second year for which the legislation has been in effect. The rate of subsidy was 50% in all cases but the amount of the expenditure on which subsidy could be paid was restricted in the case of a town or village forming part of a county to twice the amount of the county road levy for the previous year and in all other cases (i.e. cities, separated towns and towns and villages in the northern districts) to an amount equal to two mills on the assessment on which the taxes for the previous year were levied.

A summary of approved expenditures and subsidies paid is given in Appendix No. 10.

ROADS IN ORGANIZED TOWNSHIPS

Road expenditures by township organizations were approved to the amount of \$13,688,529.08 and a total subsidy of \$7,760,796.27 was paid thereon. Corresponding figures for 1947 were \$12,562,798.76 and \$7,066,716.08 respectively.

In addition to the 572 townships, aid was dispensed to 11 improvement districts, 21 Indian reserves and 2 Provincial parks, each functioning as a township unit under the Highway Improvement Act in order to receive the statutory aid.

SUMMARY OF EXPENDITURE (and subsidies) ON TOWNSHIP ROADS

| | Construction | Maintenance | Total |
|--|----------------|-----------------|-----------------|
| Roads (not including Winter Control)..... | \$2,375,319.47 | \$ 7,322,044.95 | \$ 9,697,364.42 |
| Bridges and Culverts (Subsidy 80%)..... | 1,165,996.70 | 744,052.71 | 1,910,049.41 |
| Winter Control..... | | 2,081,115.25 | 2,081,115.25 |
| Total Approved Expenditure..... | \$3,541,316.17 | \$10,147,212.91 | \$13,688,529.08 |
| Provincial Subsidy..... | | | \$ 7,763,289.85 |
| Less Subsidy on 1948 Expenditure paid in 1947-8 fiscal year..... | | | 2,493.58 |
| Subsidy paid in 1948-9 fiscal year..... | | | \$ 7,760,796.27 |

SUMMARY OF 1948 TOWNSHIP ROAD IMPROVEMENTS

Construction Items

| | |
|--|-------------|
| (1) New or Re-built Gravel or Stone Surfaces..... | 176.7 miles |
| Low-cost Bituminous Surfaces..... | 20.3 " |
| Pavements..... | 5.7 " |
| COMPLETED ROAD CONSTRUCTION..... | 202.7 " |
| Graded to Standard Cross-section..... | 648.9 " |
| (2) Bridges (10 foot span or over); Concrete, 100; Steel, 18; Timber, 73; Total, 191 | |
| Culverts (under 10 foot span); Concrete, 109; Metal Arch, 271; Timber, 325; | |
| Total, 705. | |
| Pipe Culverts installed..... | 3,419 miles |

Maintenance Items

| | |
|--|--------------------|
| (1) Bituminous Surface Treatment..... | 141.8 miles |
| Dust Prevention with Oil..... | 579.9 " |
| Dust Prevention with Calcium..... | 1,465.9 " |
| Clay-gravel Stabilization..... | 16.0 " |
| Resurfacing, Pit-run Gravel..... | 1,026,296 Cu. Yds. |
| Crushed Gravel..... | 1,410,321 " |
| Crushed Stone..... | 365,044 " |
| (2) SNOW CONTROL: | |
| Mechanical Equipment Operations..... | 34,599 miles |
| Snow Fence Protection..... | 2,984 " |
| (3) Weed and Brush Control, by Spraying..... | 4,680 " |
| by Cutting..... | 10,733 " |
| (4) Repaired Bridges, 1,065; Repaired Culverts, 5,685. | |

SUMMARY (BY DISTRICTS) OF 1948 IMPROVEMENTS**(In Counties and Organized Townships)**

While, in both counties and townships, the bulk of expenditure was applied to maintenance operations, the following improvements to roads, drainage structures and road equipment are worthy of mention:—

DISTRICT NO. 1—(3 counties, 39 township units, 35 urban centres)

ESSEX—stabilized 10.5 miles with 4" to 6" granular base; double surface treated 9.5 miles and surface treated 6 miles previously stabilized.

KENT—built 22 miles plant mix and 5.5 miles top course; stabilized 22 miles; widened 5 bridges and 15 culverts; commenced construction of double-leaf bascule bridge over Sydenham River, Wallaceburg.

LAMBTON—built 1.1 miles plant mix and widened 0.7 miles; laid 1 mile road mix; regraded 10.5 miles and surface treated 10.5 miles; built 3 concrete bridges and 3 concrete culverts.

Townships—built 6 large and 7 small bridges, also 8 concrete culverts; installed 49 pipe culverts; constructed 2 machine sheds; purchased 8 power graders, 11 trucks, 8 snow-plows and 3 mowers.

DISTRICT NO. 2—(4 counties, 43 townships, 28 urban centres)

ELGIN—built 7 miles mulch; surface treated 17 miles; installed 50 pipe culverts.

MIDDLESEX—built 1.75 miles road mix, 3.3 miles hot mix and 2 miles armour coat; prepared 21 miles of base course; surface treated 12 miles; built 12 bridges, 4 culverts and installed 62 pipe culverts.

NORFOLK—built 4.1 miles mulch; stabilized 0.55 miles; surface treated 46 miles; installed 3 pipe culverts.

OXFORD—built 3 miles plant mix and 3.8 miles road mix; surface treated 25.1 miles and resurfaced 40 miles with crushed gravel; built 2 concrete culverts and installed 22 pipe culverts.

Townships—built 42.8 miles to standard grade; laid 0.5 miles road mix mulch; built 9 bridges, 55 concrete culverts and installed 265 pipe culverts.

DISTRICT NO. 3—(4 counties, 44 townships, 31 urban centres)

HURON—built 6 miles road mix mulch; constructed 2 rigid frame concrete bridges; purchased 100 acres gravel deposits; added to equipment one tractor and scraper, 2 H.D. trucks and 2 power maintainers.

PERTH—graded 15 miles; built one 60-foot bridge; purchased 2 trucks and 1 maintainer.

WATERLOO—graded 5 miles; surface treated 20 miles; repaired abutments of 6 large bridges; purchased 1 H.D. truck and 1 maintainer.

WELLINGTON—graded 16 miles; double surface treated 8 miles; began construction of 8 bridges; continued tree-planting for winter control.

Townships—completed 130 miles of grade widening; built 26 bridges and 35 concrete culverts; purchased 32 acres gravel deposits; erected 4 machinery sheds; purchased 5 power maintainers and 5 H.D. trucks.

DISTRICT NO. 4—(5 counties, 41 township units, 27 urban centres)

BRANT—rebuilt 3 miles gravel; laid 6 miles mulch; surface treated 18 miles; purchased 4.8 acres for widening and gravel deposits.

HALDIMAND—built 8 miles macadam base, double surface treated; graded and stoned 2.5 miles; surface treated 10.2 miles; built 1 bridge, 8 concrete culverts and installed 47 pipe culverts; purchased roller, truck, compressor and tractor with bull-dozer.

LINCOLN—graded and stoned 5 miles; surface treated 7.5 miles macadam base and retreated 38 miles; built 6 bridges, 5 culverts and installed 10 pipe culverts; purchased power maintainer, truck and oil distributor.

WELLAND—built 2 miles penetration, 3 miles macadam and 3.5 miles asphaltic concrete; rebuilt 5 miles of grade; surface treated 26.5 miles; installed 6 pipe culverts; bought roller, maintainer with snow-plow, 2 trucks, compressor and tractor with loader.

WENTWORTH—built and surface treated 8 miles macadam; graded 4 miles; surface treated 48 miles and treated 66 miles with dust-layer; built 5 concrete bridges; purchased 1 truck, 2 plows and 4 sanders.

Townships—built 3.2 miles asphaltic concrete; graded 27.7 miles and gravelled or stoned 20.6 miles of new grade; surface treated 49 miles and applied dust-layer to 162 miles; built 6 bridges, 14 culverts and installed 259 pipe culverts; purchased 10 acres for gravel and other purposes; bought 6 power maintainers, 5 trucks, 5 graders, 9 snow-plows, 4 tractors (2 with mowers and loaders) and 1 stone crusher.

DISTRICT NO. 5—(3 counties, 40 township units, 29 urban centres)

BRUCE—laid 4 miles and re-topped 4.5 miles road mix mulch; prepared 9 miles for paving; started construction of 2 large steel bridges; purchased 2 power (100 H.P.) graders, 1 tractor and dozer.

DUFFERIN—rebuilt and provided with permanent snow fence 5 miles; continued tree-planting for winter control; purchased tractor and scraper, truck and 2 trailers.

GREY—rebuilt 10.25 miles; laid 3 miles road mix mulch; built 1 rigid frame (30' span) and 3 other concrete bridges; purchased tractor with dozer, plow and wing, also 1 truck.

Townships—widened cuts and erected permanent fence for better winter control; diverted road and streams to avoid costly bridges; built 12 concrete bridges; used 222,000 c.y. for gravel resurfacing; purchased 6 graders, tractor with dozer and plow, 2 weed sprayers, and 2 trucks.

DISTRICT NO. 6—(4 counties, 39 township units, 38 urban centres)

HALTON—regraded 2 miles, strengthened several foundations by stabilization; repaired 4 bridges and installed 17 pipe culverts.

PEEL—graded 1.2 miles; surface treated 8 miles; built 3 and extensively repaired 6 bridges; installed 25 pipe culverts.

SIMCOE—graded 1.6 miles; surface treated 3.5 miles; built 2 and repaired 3 bridges; installed 18 pipe culverts.

YORK—built 4.24 miles penetration pavement; graded 9 miles; surface treated 60 miles; built 3 and repaired 18 bridges and installed 1 large (320 ft.) metal culvert.

Townships—built 1.25 miles of mixed macadam and 3.7 miles light bituminous top; graded 59 miles; surface treated 56 miles; built 22 and repaired 116 bridges; installed 46 metal arch and 372 pipe culverts; purchased 16 trucks; 12 power graders. The Department completed the construction of 4 miles of new road in Matchedash (Development Road).

DISTRICT NO. 7—(4 county units, 42 township units, 22 urban centres)

NORTHUMBERLAND AND DURHAM—graded and surfaced with crushed gravel 27 miles, with granular base 6 miles; improved (under agreement) connecting links in Millbrook and Hastings; built 1 bridge and 3 concrete culverts; repaired 9 culverts; purchased 2 H.D. trucks with plows.

ONTARIO—re-topped 43 miles of mulch; graded 8.5 miles; built 2 bridges and 2 culverts; installed 23 pipe culverts; purchased 3 acres for widening and 12.7 acres for snow hedges; bought 2 trucks.

PETERBOROUGH—placed 128,400 c.y. of rock fill in the $\frac{3}{4}$ mile Chemong causeway; graded 11 miles; widened 2.5 miles; built 2 steel and 1 concrete bridge; installed 16 pipe culverts; completed extensive repairs to Binsfort bridge, reinforcing piers with steel H piles and applying laminated deck.

PRINCE EDWARD—graded 3.7 miles; built a 3-span rigid frame bridge (Milford); repaired 3 bridges and 5 culverts and installed 12 pipe culverts; purchased 5.9 acres for widening and gravel.

Townships—carried out several heavy grading projects employing tractor powered dozers and scrapers; built 25 bridges and 149 culverts; installed 711 pipe culverts; purchased 10 H.D. power graders and 5 trucks with plows and wings. In North Marysburgh 4.5 miles, and in Sophiasburgh 1 mile of Development Road were constructed by the Department.

DISTRICT NO. 8—(4 county units, 43 township units, 19 urban centres)

FRONTENAC—re-topped 4 miles with mixed macadam; regraded 7 miles; built 1 concrete culvert and installed 10 metal culverts; purchased 2.1 acres for widening.

HASTINGS—laid 0.75 miles asphaltic concrete and double surface treated 1 mile; built 1 bridge and installed 16 metal culverts; purchased 1 snow plow.

LEEDS AND GRENVILLE—rebuilt 6.1 miles; surface treated 29.7 miles; installed 1 metal arch and 7 pipe culverts; acquired 6.7 acres and cleared 9 acres of right-of-way; purchased 1 power grader and 2 plows.

LENNOX AND ADDINGTON—completed Napanee (Centre Street) bridge; built 8 concrete and installed 30 pipe culverts; surface treated 12 miles and primed 30 miles; purchased snow plow.

Townships—built 1 mile gravel mulch (Escott Front); applied 81,000 c.y. pit-run, 65,000 c.y. crushed gravel and 50,000 c.y. crushed stone; purchased 2 motor graders, 7 trucks, 11 snow plows, bulldozer and tractor. In South Crosby 5.2 miles of Development Road were built and returned to the township.

DISTRICT NO. 9—(2 county units, 23 townships, 14 urban centres)

PRESCOTT AND RUSSELL—graded 9 miles and applied light bituminous surface to 3 miles; built 1 bridge, 6 concrete culverts and installed 3 metal culverts; surface treated 20 miles and surfaced 28 miles with crushed gravel; purchased a sand spreader.

STORMONT, DUNDAS AND GLENGARY—graded 10 miles and laid 2.5 miles mulch; built 1 bridge and 3 culverts; surface treated 76 miles and applied dust-layer to 15 miles; purchased 2 trucks.

Townships—widened 35 miles grade, built 11 bridges and 13 culverts; installed 126 pipe culverts; applied dust-layer to 160 miles; resurfaced with 136,000 c.y. gravel and stone; purchased 1 power maintainer, 6 trucks, 4 plows and 1 scraper.

DISTRICT NO. 10—(3 counties, 32 township units, 14 urban centres)

CARLETON—built 1.2 miles sheet asphalt, 2 miles asphaltic concrete and 4.4 miles mulch; completed 2.5 miles heavy grading; stabilized 2 miles of base; surface treated 18 miles; built 2 concrete culverts, repaired 3 bridges and 102 culverts; installed 14 pipe culverts; acquired 3.2 acres of land; purchased 2 tractors and 1 truck.

LANARK—rebuilt 2.5 miles and graded 4 miles; built 3.5 miles asphaltic concrete; installed 1 metal arch and 40 pipe culverts; repaired 5 bridges and 55 culverts; surface treated 9.6 miles; purchased 1 power grader.

RENFREW—built 17 miles mulch and prepared 17 miles of base; surface treated 8 miles; repaired 4 bridges and 36 culverts; purchased 1 H.D. grader and 1 H.D. truck, both equipped with plows.

Townships—graded 16 miles; built 8 bridges and 12 culverts; installed 208 pipe culverts; repaired 61 bridges and 241 culverts; surface treated 6 miles; purchased 3 trucks, 1 heavy and 3 light graders.

DISTRICT NO. 11—(36 township units, 8 urban centres)

The organized townships built 9 miles new grade, 4 bridges, 50 culverts, and installed 66 pipe culverts; repaired 77 bridges and 422 culverts; applied 100,000 c.y. gravel and stone. On six Development Roads 40 miles were brought up to suitable standard and gravelled throughout. Twelve miles of Development Roads were completed by the Department and returned to Griffith and Matawatchan townships.

DISTRICT NO. 12—(1 county, 1 provisional county, 1 district, 41 township units, 13 urban centres, 2 statute labour boards, 1 unorganized unit).

VICTORIA—built Fenelon Falls bridge (318' in length) and 1 concrete culvert; installed 40 pipe culverts; repaired 25 bridges and 50 culverts; graded 6 miles; surface treated 14.8 miles and primed 3.6 miles; purchased 1 H.D. truck with plow and wing.

Townships—built 1 bridge and 6 culverts; repaired 97 bridges and 814 culverts; surface treated 15 miles; applied 109,000 c.y. gravel and stone resurfacing; purchased 1 H.D. and 2 pull graders; 13 trucks and 14 snow plows. On Development Roads, 41 miles were completed and 22 miles advanced toward completion. Location surveys were run on approximately 30 miles.

DISTRICT NO. 13—(20 township units, 9 urban centres, 17 statute labour boards and 7 unorganized units).

The organized townships, with extensive use of pool equipment, built 6 miles of new grade, cleared 4.5 miles, and ditched 250 miles; built 6 bridges and 90 culverts; repaired 52 bridges and 377 culverts; installed 82 pipe culverts; purchased 3 trucks and 8 snow plows. Some 22 miles of Development Road were completed and approximately 40 miles of location surveys were run.

DISTRICT NO. 14—(19 township units, 5 urban centres, 16 statute labour boards and 18 unorganized units.)

The organized townships graded 3 miles and ditched 46 miles; built 10 bridges and 69 culverts; installed 75 pipe culverts; repaired 63 bridges and 152 culverts; built 1 machinery shed and purchased 1 truck.

DISTRICT NO. 15—(26 township units, 9 urban centres, 17 statute labour boards and 45 unorganized units.)

The organized townships built 14 miles of new grade, purchased 6 acres for widening and cleared 13 acres of right-of-way; built 14 bridges and 23 culverts; installed 168 pipe culverts; repaired 40 bridges and 168 culverts; ditched 66 miles and applied 53,000 c.y. of gravel and stone.

DISTRICT NO. 16—(5 township units, 5 urban centres, 23 statute labour boards and 17 unorganized units.)

The organized townships graded 35 miles, ditched 7 miles and applied 12,500 c.y. of gravel. They built 2 timber bridges, repaired 13 bridges and 93 culverts.

DISTRICT NO. 17—(30 township units, 11 urban centres, 15 statute labour boards and 39 unorganized units)

The organized townships used pool equipment to grade 5 miles and ditch 28 miles. Dust-layer was applied to 21 miles and 40,000 c.y. of gravel used in resurfacing. They built 7 timber bridges, 52 concrete culverts and installed 31 metal culverts; repaired 39 bridges and 550 culverts; constructed 1.7 miles of penetration retread; purchased 1 grader, 3 trucks and 1 boiler.

DISTRICT NO. 18—(16 township units, 6 urban centres, 13 statute labour boards and 45 unorganized units.)

The organized townships built 2 miles of new grade; regraded and gravelled 6.5 miles; ditched 15 miles; built 5 timber bridges; installed 8 metal arch and 44 pipe culverts; repaired 22 bridges and 153 culverts.

DISTRICT NO. 19—(14 township units, 3 urban centres, 19 statute labour boards and 8 unorganized units.)

The organized townships paved 0.7 miles with asphaltic concrete (Neebing) built 2 miles of new grade (Shuniah); graded 17 miles and ditched 28 miles. They built 6 timber bridges and repaired 20; installed 13 metal arch and 50 timber culverts and repaired 188. They purchased 2 Diesel graders with plows and wings, one maintainer and a truck.

DISTRICT NO. 20—(18 township units, 6 urban centres, 24 statute labour boards and 28 unorganized units.)

The organized townships, with increased use of pool equipment, completed 5.4 miles of road, built 9 miles of new grade and ditched 18 miles. About 33,000 c.y. of gravel were applied. They built 1 bridge, 18 timber culverts and installed 25 pipe culverts.

ROADS IN TERRITORY WITHOUT MUNICIPAL ORGANIZATION

Department aid, authorized by Part IV (A) of The Highway Improvement Act, was administered by this Branch to 146 townships operating under the Statute Labour Act and to 214 unorganized units, to the amount of \$662,836.09.

In townships with statute labour organization the actual value of the statute labour, whether commuted or performed, is equalled by the Department contribution; and is augmented where deemed necessary to effect adequate bridge and culvert construction and upkeep.

Road improvements over and above the legal requirement (plus the equivalent aid noted above) are classified as "Special" proposals and are carried out with Department co-operation on a 50/50 basis.

In areas without municipal or statute labour organization the voluntary efforts of individuals or of groups of settlers are recognized and encouraged by financial participation equalling the local investment. In such areas, too, the Department assumes the entire cost of approved expenditures for bridge construction and maintenance.

Paralleling Development Road procedure in organized municipalities, the Department applies its funds and equipment to improving such roads as are considered by the Minister essential to the development of the territory, but beyond the means of the local settlers. These are classified as "Specific" undertakings.

During the year new organizations for statute labour were created in the following previously unorganized townships:—

District 14 (New Liskeard)—Robb; German and pt. of Matheson.

District 16 (Cochrane)—Kendall N.W.; Kendall W. & S. of railway; Way Centre.

District 17 (Sudbury)—Broder W.; Fairbank N.; Cleland N. E. and Dryden S. E.; MacLennan N. Centre.

District 18 (Blind River)—Aweres No. 1.

District 19 (Thunder Bay)—Nakina.

District 20 (Kenora)—Drayton Reserve.

In the following areas without municipal or statute labour organization the Department shared in the cost of improvement projects in settlements that had not previously received aid under the Act.

District 12 (Parry Sound)—Mowat; Burton.

District 13 (North Bay)—Gladman.

District 17 (Sudbury)—Goat Island; Wisner; Haig.

District 18 (Blind River)—Patton; Herrick; S. E. corner Bright.

District 19 (Thunder Bay)—Daley; Oakes; Blackwell; Ledger; unorganized territory north of Jacques.

District 20 (Kenora)—Pratt; Dome; Bradshaw; Smellie; unorganized territories north of Potts and Ferrant, and in the vicinities of Goldrock and Perrault Falls.

The work toward which Department aid was granted in territory without municipal organization includes the following:

Construction Items

| | |
|---|-------------|
| Clearing and Grubbing..... | 213.8 acres |
| Grade Construction..... | 108.0 miles |
| Gravel and Stone Surfacing..... | 185 miles |
| Bridges (10' span or over); Timber, 95; Steel, 2; Total 97. | |
| Culverts (under 10' span); Timber, 624; Concrete, 3; Total 627. | |
| Pipe Culverts installed..... | 483 |

| Road No. | Description or Location | Length Miles | Jurisdiction | County or District | Project No. | Expenditure 1948-49 |
|----------|--|--------------|---|---------------------------|-------------|---------------------|
| * 4 | Buckhorn Rd., Gooderham to Peterborough County. | 4.5 | Glamorgan Township | Haliburton | 6-222 | 3,925.00 |
| * 5 | Ooching-Gater Rd., Bobcaygeon Rd. to Dysart Twp. | 15.0 | Snowdon Township | Haliburton | 6-223 | 26,799.74 |
| * 6 | Vankou Valley Rd., Muskoka Falls to Hindon Twp. | 22.0 | Draper & Oakley Twp. | Muskoka | 6-226 | 26,283.35 |
| * 7 | Blairstown Rd., from Chelmsford easterly | 11.0 | Balfour, Rayside, Blezard | Sudbury | 6-221 | 9,550.52 |
| * 8 | Eagle Lake Rd., South River to Lount Twp. | 9.0 | Macfar Township | Perry Sound | 6-225 | 30,074.46 |
| * 9 | Buckhorn to Gannon's Narrows | 12.0 | Harvey Township | Peterborough | 6-241 | 39,972.32 |
| * 10 | Church to Nipishine Mine | 8.2 | Drummer, Burleigh, Methuen | Peterborough | 6-434 | 73,801.86 |
| * 11 | Griffith-Black Donald Rd., to Brougham Twp. | 12.0 | Griffith & Matawatschan | Renfrew | M.D. 7-08 | 28,914.80 |
| * 12 | Lowering to Severn Falls | 10.0 | Matchedash Township | Simcoe | 48-59 | 5,859.18 |
| * 13 | Severn Falls to Big Chute | 4.1 | Matchedash Township | Simcoe | 47-43 | 76,167.95 |
| * 14 | Grassy-Vizey Rd. | 23.0 | Renfrew County | Renfrew | 48-61 | 173,455.17 |
| * 15 | Calabogie-Opeongo Rd. | 4.5 | North Marysburgh Twp. | Prince Edward | 47-77 | 25,747.42 |
| * 16 | County Rd. 14 in Wollaston Twp. (Coe Hill Rd.) | 10.4 | Bagot & Blithfield Twp. | Renfrew | M.D. 7-11 | 28,825.00 |
| * 17 | Hwy. 15 westerly to Chaffey's Locks | 12.5 | Hastings County | Renfrew | M.D. 7-12 | 60,751.20 |
| * 18 | Emdale-Kearney Rd. | 5.2 | South Crosby Twp. | Leeds & Gren. | 47-62 | 47,619.62 |
| * 19 | Verner-Field Road | 5.0 | Perry Township | Perry Sound | M.D. 7-15 | 42,730.43 |
| * 20 | Verner-Field Road | 2.8 | Caldwell Twp. | Nipissing | M.D. 7-17 | 5,327.51 |
| * 21 | Tekumamah Road | 0.7 | Field Twp. | Nipissing | M.D. 7-18 | 2,228.71 |
| * 22 | Sylvan Valley | 3.8 | Tekumamah Twp. | Sudbury | M.D. 7-14 | 2,866.22 |
| * 23 | Martin-Bird Road | 13.0 | Macdonald, Meredith & Aberdeen Add'l. | Algoma | M.D. 7-16 | 16,229.52 |
| * 24 | County Road 10 (Varker to Moscow) | 6.0 | Larder Lake Township | Temiskaming | M.D. 7-20 | 15,779.80 |
| * 25 | Parham to Mountain Grove | 6.0 | Lennox & Addington | Lennox & Add. | M.D. 7-21 | 14,183.63 |
| * 26 | Chelmsford-Balfour-Morgan Rd. | 10.5 | Hinchinbrooke & Olden | Frontenac | M.D. 7-22 | 17,278.47 |
| * 27 | Kingsford Improvement District Road | 3.5 | Balfour Township | Frontenac | M.D. 7-26 | 4,293.39 |
| * 28 | Chelmsford Improvement District Road | 6.0 | Kingsford I.D. | Sudbury | M.D. 7-22 | 4,293.39 |
| * 29 | Magnetawan Bridge approaches | 1.0 | Fauquier Township | Rainy River | M.D. 8-21 | 6,023.71 |
| * 30 | County Road 7 (Battersea to Leeds Bdy.) | 0.5 | Kyerson Township | Kenora | M.D. 8-20 | 4,327.50 |
| * 31 | County Suburban Rd. (Lakefield to Hall's Bridge) | 8.0 | Frontenac County | Perry Sound | M.D. 8-36 | 5,999.03 |
| * 32 | Havelock to Lasswade | 12.4 | Peterborough County | Frontenac | M.D. 8-24 | 10,088.17 |
| * 33 | Dillon Cove Road-Hwy. 69 to Shebeshkong River | 29.0 | Belmont, Methuen, and Chandos | Peterborough | M.D. 8-32 | 124,135.39 |
| * 34 | Penninsula Road | 12.0 | Carling Township | Peterborough | M.D. 8-33 | 37,521.18 |
| * 35 | Tamworth-Arden-Harlowe Road | 6.0 | Humphrey Township | Perry Sound | M.D. 8-29 | 27,990.51 |
| * 36 | Lake of Bays Road | 33.0 | Shelford, Kennebec, and Balfour Townships | Frontenac & Lennox & Add. | M.D. 8-30 | 14,391.94 |
| * 37 | County Road 16 (Kemptonville to Merrickville) | 10.0 | Frank & Brule Twp. | Muskoka | M.D. 8-3008 | 6,194.84 |
| * 38 | County Road 31 (Campbellford-Hoard's Station) | 13.0 | Leeds & Grenville Co. | Muskoka | M.D. 8-116 | 1,234.86 |
| * 39 | Lighthouse Beach Road | 8.7 | Guthrie & Havelock | Leeds & Gren. | M.D. 8-38 | 31,200.04 |
| * 40 | Dysart-Carnarvon Rd. (Hwy. 35 to Eagle Lake Rd.) | 8.5 | North and Durham | Haliburton | M.D. 8-42 | 24,933.39 |
| * 41 | Willetforce Twp. Rd. (Hwy. 41 to Bromley) | 12.0 | North and Durham | North, & Durham | 48-60 | 74,475.25 |
| * 42 | Assignack-Shequindah-Bidwell Road | 6.5 | Stanhope & Dysart Twp. | Perry Sound | M.D. 8-43 | 14,222.03 |
| * 43 | Kirkland Lake Township Road | 20.1 | Howland Municipality | Haliburton | M.D. 8-46 | 14,154.11 |
| * 44 | Southampton-Sauble Road | 1.8 | Teck Township | Renfrew | M.D. 8-57 | 9,789.59 |
| * 45 | Ivy Lea-Lansdowne Rd. (Hwy. 24 to Hwy. 2-S) | 6.8 | Saugen Indian Reserve | Sudbury | M.D. 8-52 | 23,932.40 |
| * 46 | Ninth Line westerly from Hwy. 29 | 2.0 | Beckwith Township | Temiskaming | 48-93 | 32,631.00 |
| * 47 | County Rds. 5, 6 & 8 (Eganville-Douglas-Northcote) | 3.5 | F. of Leeds-Lansdowne | Bruce | M.D. 8-55 | 9,489.15 |
| * 48 | Eganville to Hyndford | 17.0 | Renfrew County | Leeds & Gren. | M.D. 8-59 | 49,125.92 |
| * 49 | Concession 1X to Hwy. 29 | 7.0 | Grattan Township | Lennox & Add. | M.D. 8-69 | 12,364.37 |
| * 50 | Big Island Road Extension | 2.0 | Marlborough Twp. | Lennox & Add. | M.D. 8-64 | 15,682.04 |
| * 51 | Pittsburgh and Lake Road | 1.0 | Grattan Township | Renfrew | M.D. 8-64 | 4,043.22 |
| * 52 | Centre Falls easterly to Carleton Boundary | 2.0 | Grattan Township | Leeds & Gren. | M.D. 8-72 | 5,113.90 |
| * 53 | Concession VI to County Road 16 | 9.5 | Pittsburgh Twp. | Prince Edward | M.D. 8-74 | 4,966.18 |
| * 54 | Centre Falls easterly to Carleton Boundary | 2.0 | Camden East Twp. | Frontenac | M.D. 8-75 | 9,699.32 |
| * 55 | Centre Falls easterly to Carleton Boundary | 1.0 | Montague Twp. | Lennox & Add. | M.D. 8-77 | 264.50 |
| * 56 | Centre Falls easterly to Carleton Boundary | 2.0 | Marlborough Twp. | Lennox & Add. | M.D. 8-77 | 27,061.79 |
| * 57 | Centre Falls easterly to Carleton Boundary | 1.0 | Jaffray & Melick Twp. | Kenora | 48-102 | 63,884.90 |
| * 58 | Centre Falls easterly to Carleton Boundary | 9.3 | Neebing Township | Kenora | M.D. 8-76 | 3,912.52 |
| * 59 | Centre Falls easterly to Carleton Boundary | 4.0 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 60 | Centre Falls easterly to Carleton Boundary | 4.0 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 61 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 62 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 63 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 64 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 65 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 66 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 67 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 68 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 69 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 70 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 71 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 72 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 73 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 74 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 75 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 76 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 77 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 78 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 79 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 80 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 81 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 82 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 83 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 84 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 85 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 86 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 87 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 88 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 89 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 90 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 91 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 92 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 93 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 94 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 95 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 96 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 97 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 98 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 99 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 100 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 101 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 102 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 103 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 104 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 105 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 106 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 107 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 108 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 109 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 110 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 111 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 112 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 113 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 114 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 115 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 116 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 117 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 118 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 119 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 120 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 121 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 122 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 123 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 124 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 125 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 126 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 127 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 128 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 129 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 130 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 131 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 132 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 133 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 134 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 135 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 136 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 137 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 138 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 139 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 140 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 141 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 142 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 143 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 144 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 145 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 146 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 147 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 148 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 149 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 150 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 151 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 152 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 153 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 154 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 155 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 156 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 157 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 158 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township | Thunder Bay | M.D. 8-84 | 14,555.83 |
| * 159 | Centre Falls easterly to Carleton Boundary | 7.1 | Neebing Township</ | | | |

Maintenance Items

| | |
|---------------------------------------|--------------|
| Roadside Ditching..... | 346.6 miles |
| Brush and Weed Cutting..... | 571.7 " |
| Snow Fence Protection..... | 223.1 " |
| Pit gravel applied..... | 149,062 c.y. |
| Crushed Gravel and Stone applied..... | 3,709 c.y. |
| Clay or Sand applied..... | 49,355 c.y. |
| Bridges repaired..... | 208 |
| Culverts repaired..... | 1271 |

SUMMARY OF UNORGANIZED MUNICIPALITIES EXPENDITURES FISCAL YEAR 1948-49

| Municipal District | Value of Statute Labour or Other Work Performed | Direct Expendi- ture on Roads By Department | Total Value of Work Performed | Percentage of Aid by Department |
|--|---|---|----------------------------------|---------------------------------------|
| No. 11 Bancroft | 378.40 | 719.85 | 1,098.25 | 65.9 |
| No. 12 Muskoka | 3,319.14 | 3,569.47 | 6,888.61 | 51.8 |
| No. 13 Parry Sound | 32,624.93 | 71,142.95 | 103,767.88 | 68.5 |
| No. 14 Nipissing | 23,189.84 | 51,554.49 | 74,744.33 | 68.9 |
| No. 15 Temiskaming and Cochrane South | 28,015.41 | 64,984.81 | 93,000.22 | 69.8 |
| No. 16 Cochrane North | 26,451.54 | 130,425.40 | 156,876.94 | 83.1 |
| No. 17 Sudbury | 38,863.74 | 66,576.58 | 105,440.32 | 63.1 |
| No. 18 Algoma | 24,800.23 | 77,386.66 | 102,186.89 | 75.7 |
| No. 19 Thunder Bay | 29,466.23 | 108,738.63 | 138,204.86 | 78.3 |
| No. 20 Kenora and Rainy River | 35,322.37 | 87,737.25 | 123,059.62 | 71.3 |
| TOTALS | \$242,431.83 | \$662,836.09 | \$905,267.92 | 73.2 |

CONSOLIDATED STATEMENT OF EXPENDITURES ON DEVELOPMENT ROADS PART IVB AND ON ROADS IN TERRITORY WITHOUT MUNICIPAL ORGANIZATION

| | |
|---|----------------|
| Development Roads (Part IVB, Highway Improvement Act) . . . | \$1,479,678.71 |
| Roads in Territory Without Municipal Organization | 662,836.09 |
| General Expense | \$70,338.65 |
| Accounts Receivable | 46,879.90 |
| *Materials used from stock . . . Cr. | 4,424.86 |

112,793.69

TOTAL \$2,255,308.49

*Inventories as at March 31st, 1949 \$ 10,323.84
Inventories as at March 31st, 1948 14,748.70

DECREASE \$ 4,424.86

CONCLUSION

The County Engineers and Superintendents of the various Counties and Suburban Commissions along with the Township Road Superintendents are to be commended for their keen interest in the improvement of rural roads throughout Ontario, and this Department acknowledges with appreciation their whole-hearted co-operation in this great work for the welfare of Ontario citizens.

APPENDIX No. 1

**DEPARTMENT EXPENDITURES ON KING'S HIGHWAYS, DEVELOPMENT ROADS,
ROADS IN UNINCORPORATED TOWNSHIPS, ETC.,
BY COUNTIES AND DISTRICTS**

April 1st, 1948, to March 31st, 1949

| County | Construction | Maintenance | Total |
|---|---------------|---------------|---------------|
| BRANT:— | | | |
| Highway No. 2..... | \$ 17,060.88 | \$ 51,838.50 | \$ 68,899.38 |
| " No. 5..... | | 12,826.09 | 12,826.09 |
| " No. 24..... | | 25,197.75 | 25,197.75 |
| " No. 24-A..... | | 8,632.68 | 8,632.68 |
| " No. 53..... | 262.35 | 21,218.64 | 21,480.99 |
| " No. 54..... | 594.92 | 37,041.17 | 37,636.09 |
| " No. 99..... | | 11,381.67 | 11,381.67 |
| Miscellaneous Survey..... | 47.04 | | 47.04 |
| Connecting Link, Town of Paris..... | | 113.50 | 113.50 |
| | \$ 17,965.19 | \$ 168,250.00 | \$ 186,215.19 |
| BRUCE:— | | | |
| Highway No. 4..... | | \$ 18,500.95 | \$ 18,500.95 |
| " No. 6..... | \$ 216,526.82 | 166,331.25 | 382,858.07 |
| " No. 9..... | 5,170.12 | 310,786.20 | 315,956.32 |
| " No. 21..... | 2,861.43 | 99,694.72 | 102,556.15 |
| " No. 86..... | 67,074.88 | 17,955.13 | 85,030.01 |
| Connecting Link, Town of Walkerton..... | | 2,911.39 | 2,911.39 |
| Connecting Link, Village of Lucknow..... | | 137.42 | 137.42 |
| Development Road:— | | | |
| Southampton Sauble Beach..... | 9,489.15 | | 9,489.15 |
| | \$ 301,122.40 | \$ 616,317.06 | \$ 917,439.46 |
| CARLETON:— | | | |
| Highway No. 15..... | \$ 18,123.66 | \$ 228,143.15 | \$ 246,266.81 |
| " No. 16..... | 569.34 | 47,423.44 | 47,992.78 |
| " No. 17..... | 164,952.47 | 153,801.86 | 318,754.33 |
| " No. 29..... | | 5,510.02 | 5,510.02 |
| " No. 31..... | 3,269.41 | 53,455.85 | 56,725.26 |
| " No. 44..... | | 12,313.44 | 12,313.44 |
| Sidewalk Construction, Osgoode..... | 213.30 | | 213.30 |
| Connecting Link, Town of Eastview..... | | 1,105.87 | 1,105.87 |
| Development Roads:— | | | |
| Smith Falls-Gower North..... | 66,367.25 | | 66,367.25 |
| Survey, Marlborough Township..... | 232.91 | | 232.91 |
| | \$ 253,728.34 | \$ 501,753.63 | \$ 755,481.97 |
| DUFFERIN:— | | | |
| Highway No. 9..... | \$ 6,220.34 | \$ 46,616.55 | \$ 52,836.89 |
| " No. 10..... | 152.38 | 38,406.94 | 38,559.32 |
| " No. 24..... | 182,123.62 | 27,593.36 | 209,716.98 |
| " No. 89..... | 27.86 | 17,105.64 | 17,133.50 |
| " No. 104..... | | 2,733.66 | 2,733.66 |
| Connecting Link, Town of Orangeville..... | | 461.43 | 461.43 |
| | \$ 188,524.20 | \$ 132,917.58 | \$ 321,441.78 |
| ELGIN:— | | | |
| Highway No. 3..... | \$ 11,574.26 | \$ 66,303.82 | \$ 77,878.08 |
| " No. 4..... | 46,548.00 | 12,122.62 | 58,670.62 |
| " No. 19..... | 2,297.19 | 13,409.75 | 15,706.94 |
| " No. 73..... | 2,273.10 | 26,249.85 | 28,522.95 |
| " No. 74..... | 54,844.20 | 13,066.64 | 67,910.84 |

| County | Construction | Maintenance | Total |
|---|---------------|---------------|---------------|
| ELGIN:—(continued) | | | |
| Highway No. 75..... | | \$ 4,497.10 | \$ 4,497.10 |
| “ No. 76..... | | 3,085.28 | 3,085.28 |
| “ No. 77..... | | 8,222.87 | 8,222.87 |
| St. Thomas, East Entrance..... | | 2,586.62 | 2,586.62 |
| Connecting Link, Town of Aylmer.... | \$ 12,519.96 | | 12,519.96 |
| Development Road:— | | | |
| Survey, Highway No. 3-Highgate.... | 294.52 | | 294.52 |
| | \$ 130,351.23 | \$ 149,544.55 | \$ 279,895.78 |
| ESSEX:— | | | |
| Highway No. 2..... | \$ 175.23 | \$ 39,218.92 | \$ 39,394.15 |
| “ No. 2-B..... | | 677.67 | 677.67 |
| “ No. 3..... | 6,054.63 | 38,830.73 | 44,885.36 |
| “ No. 3-B..... | | 4,297.33 | 4,297.33 |
| * No. 18..... | 6,698.53 | 55,966.93 | 62,665.46 |
| “ No. 18-A..... | 18,074.18 | 67,597.23 | 85,671.41 |
| “ No. 18-B..... | | 646.01 | 646.01 |
| “ No. 39..... | 2,579.05 | 8,416.29 | 10,995.34 |
| “ No. 98..... | 7,345.55 | 26,765.43 | 34,110.98 |
| “ No. 98-A..... | | 859.36 | 859.36 |
| Pelee Island..... | | 9,214.31 | 9,214.31 |
| Connecting Link, Town of Essex..... | | 97.82 | 97.82 |
| Connecting Link, Town of Harrow.... | | 35.32 | 35.32 |
| Connecting Link, Town of Kingsville.. | | 65.72 | 65.72 |
| Connecting Link, Town of Lasalle..... | | 292.51 | 292.51 |
| Connecting Link, Town of Leamington.. | | 16.81 | 16.81 |
| Connecting Link, Town of Tecumseh.... | | 18.64 | 18.64 |
| Connecting Link, Town of Tilbury.... | | 85.85 | 85.85 |
| | \$ 40,927.17 | \$ 253,102.88 | \$ 294,030.05 |
| FRONTENAC:— | | | |
| Highway No. 2..... | \$ 39,133.28 | \$ 50,394.46 | \$ 89,527.74 |
| “ No. 7..... | 10,282.12 | 32,495.24 | 42,777.36 |
| “ No. 15..... | 354,780.89 | 25,219.76 | 380,000.65 |
| “ No. 33..... | 52.22 | 12,507.60 | 12,559.82 |
| “ No. 38..... | 699.50 | 91,464.79 | 92,164.29 |
| “ No. 41..... | 1,113.45 | 8,339.96 | 9,453.41 |
| “ No. 95..... | 239.37 | 22,021.16 | 22,260.53 |
| “ No. 96..... | | 48,303.89 | 48,303.89 |
| Proposed Four-Lane Highway, North of Kingston..... | 607.22 | | 607.22 |
| Fort Henry Restoration..... | 78,842.97 | | 78,842.97 |
| Development Roads:— | | | |
| Highway No. 7-Clarendon..... | 18,323.32 | 5,698.07 | 24,021.39 |
| Highway No. 41-Plevna..... | | 8,014.92 | 8,014.92 |
| Battersea Road..... | 10,088.17 | | 10,088.17 |
| Parham-Mountain Road..... | 17,278.47 | | 17,278.47 |
| Tamworth-Arden..... | | 4,026.65 | 4,026.65 |
| Woodburn Road South..... | 4,999.32 | | 4,999.32 |
| | \$ 536,440.30 | \$ 308,486.50 | \$ 844,926.80 |
| GREY:— | | | |
| Highway No. 4..... | \$ 65,443.56 | \$ 44,864.15 | \$ 110,307.71 |
| “ No. 6..... | 14,726.04 | 80,236.53 | 94,962.57 |
| “ No. 10..... | 5.18 | 49,034.88 | 49,040.06 |
| “ No. 21..... | 148,172.85 | 18,481.15 | 166,654.00 |
| “ No. 24..... | 866.33 | 7,590.40 | 8,456.73 |
| “ No. 26..... | 3,637.87 | 60,881.06 | 64,518.93 |
| Miscellaneous Survey..... | 41.01 | | 41.01 |
| Connecting Link, Town of Durham.... | | 3,803.08 | 3,803.08 |
| Connecting Link, Town of Hanover.... | | 1,915.71 | 1,915.71 |
| Connecting Link, Village of Chatsworth..... | | 343.36 | 343.36 |

| County | Construction | Maintenance | Total |
|--|---------------|---------------|-----------------|
| GREY:—(continued) | | | |
| Connecting Link, Village of Flesherton | | \$ 752.81 | \$ 752.81 |
| Connecting Link, Village of Markdale | | 759.24 | 759.24 |
| | \$ 232,892.84 | \$ 268,662.37 | \$ 501,555.21 |
| HALDIMAND:— | | | |
| Highway No. 3 | \$ 4,517.66 | \$ 40,333.51 | \$ 44,851.17 |
| " No. 6 | 6,730.47 | 27,192.02 | 33,922.49 |
| " No. 54 | 401.90 | 27,585.84 | 27,987.74 |
| " No. 56 | | 27,112.18 | 27,112.18 |
| Connecting Link, Town of Cayuga | | 79.12 | 79.12 |
| Connecting Link, Town of Dunnville | | 118.42 | 118.42 |
| Connecting Link, Village of Hagersville | | 269.16 | 269.16 |
| | \$ 11,650.03 | \$ 122,690.25 | \$ 134,340.28 |
| HALTON:— | | | |
| Highway No. 2 | \$ 484.05 | \$ 35,809.99 | \$ 36,294.04 |
| " No. 5 | 397,829.00 | 35,471.93 | 433,300.93 |
| " No. 7 | 4,043.42 | 29,627.76 | 33,671.18 |
| " No. 25 | 21,481.35 | 31,187.60 | 52,668.95 |
| Queen Elizabeth Way | 44,646.50 | 359,579.42 | 404,225.92 |
| Connecting Link, Town of Burlington | | 186.22 | 186.22 |
| Connecting Link, Town of Georgetown | | 29.40 | 29.40 |
| Connecting Link, Village of Acton | | 127.40 | 127.40 |
| Development Road:— | | | |
| Survey, Freeman-Wolfe Island Road | 1,347.60 | | 1,347.60 |
| | \$ 469,831.92 | \$ 492,019.72 | \$ 961,851.64 |
| HASTINGS:— | | | |
| Highway No. 2 | \$ 2,186.72 | \$ 44,878.93 | \$ 47,065.65 |
| " No. 7 | 299,718.27 | 57,852.85 | 357,571.12 |
| " No. 14 | 774.50 | 40,340.10 | 41,114.60 |
| " No. 28 | 779.35 | 24,783.98 | 25,563.33 |
| " No. 33 | | 11,997.73 | 11,997.73 |
| " No. 37 | 183,286.73 | 54,513.25 | 237,799.98 |
| " No. 62 | 186,708.27 | 215,524.51 | 402,232.78 |
| Sidewalk Construction, Corbyville | 720.69 | | 720.69 |
| Connecting Link, Town of Bancroft | | 808.96 | 808.96 |
| Connecting Link, Town of Deseronto | | 726.05 | 726.05 |
| Connecting Link, Town of Madoc | | 313.60 | 313.60 |
| Connecting Link, Village of Marmora | | 211.30 | 211.30 |
| Development Roads:— | | | |
| Bancroft-Hermon | 232.56 | 13,532.43 | 13,764.99 |
| Maynooth-Hastings Boundary | | 22,939.04 | 22,939.04 |
| Bancroft Townline-Haliburton Boundary | | 15,474.97 | 15,474.97 |
| Coe Hill-Four Miles East | 60,731.20 | | 60,731.20 |
| | \$ 735,138.29 | \$ 503,897.70 | \$ 1,239,035.99 |
| HURON:— | | | |
| Highway No. 4 | \$ 6,024.46 | \$ 297,596.89 | \$ 303,621.35 |
| " No. 8 | 3,024.30 | 43,516.05 | 46,540.35 |
| " No. 9 | | 1,358.40 | 1,358.40 |
| " No. 21 | 223,663.93 | 63,356.71 | 287,020.64 |
| " No. 23 | 253.12 | 10,950.43 | 11,203.55 |
| " No. 81 | 60,157.67 | 9,694.22 | 69,851.89 |
| " No. 83 | 229,776.53 | 32,065.54 | 261,842.07 |
| " No. 84 | 244.22 | 28,054.68 | 28,298.90 |
| " No. 86 | 99,446.47 | 56,460.82 | 155,907.29 |

| County | Construction | Maintenance | Total |
|---|---------------|---------------|-----------------|
| HURON:—(continued) | | | |
| Highway No. 87..... | \$ 140,463.17 | \$ 29,426.38 | \$ 169,889.55 |
| Connecting Link, Town of Clinton..... | | 70.45 | 70.45 |
| Connecting Link, Town of Goderich..... | | 177.00 | 177.00 |
| Connecting Link, Town of Wingham..... | | 490.00 | 490.00 |
| Connecting Link, Village of Blyth..... | 5,749.77 | 69.40 | 5,819.17 |
| Connecting Link, Village of Exeter..... | | 25,203.67 | 25,203.67 |
| Connecting Link, Village of Hensall..... | | 34.62 | 34.62 |
| | \$ 768,803.64 | \$ 598,525.26 | \$ 1,367,328.90 |
| KENT:— | | | |
| Highway No. 2..... | \$ 6,189.75 | \$ 279,687.16 | \$ 285,876.91 |
| “ No. 3..... | 3,746.02 | 60,906.80 | 64,652.82 |
| “ No. 21..... | 5.70 | 23,300.44 | 23,306.14 |
| “ No. 40..... | 9,614.53 | 15,637.20 | 25,251.73 |
| “ No. 78..... | 5,093.14 | 7,599.02 | 12,692.16 |
| “ No. 79..... | | 24,529.02 | 24,529.02 |
| “ No. 98..... | 20,727.69 | 23,868.09 | 44,595.78 |
| Connecting Link, Town of Blenheim..... | | 32.16 | 32.16 |
| Connecting Link, Town of Bothwell..... | | 218.12 | 218.12 |
| Connecting Link, Town of Dresden..... | | 205.63 | 205.63 |
| Connecting Link, Town of Wallaceburg..... | | 1,526.15 | 1,526.15 |
| Development Road:— | | | |
| Survey, Highway No. 3-Highgate.... | 75.28 | | 75.28 |
| | \$ 45,452.11 | \$ 437,509.79 | \$ 482,961.90 |
| LAMBTON:— | | | |
| Highway No. 7..... | \$ 245,742.80 | \$ 30,493.84 | \$ 276,236.64 |
| “ No. 21..... | 9,741.19 | 127,075.69 | 136,816.88 |
| “ No. 22..... | 1,434.75 | 4,040.07 | 5,474.82 |
| “ No. 40..... | | 22,109.27 | 22,109.27 |
| “ No. 79..... | 126,615.87 | 42,137.69 | 168,753.56 |
| “ No. 80..... | | 6,727.06 | 6,727.06 |
| “ No. 82..... | 429.42 | 5,853.33 | 6,282.75 |
| Survey, Controlled Access Highway.. | 14.49 | | 14.49 |
| Connecting Link, Town of Thedford..... | | 80.90 | 80.90 |
| Development Road:— | | | |
| Miscellaneous Surveys..... | 872.26 | | 872.26 |
| | \$ 384,850.78 | \$ 238,517.85 | \$ 623,368.63 |
| LANARK:— | | | |
| Highway No. 7..... | | \$ 33,818.40 | \$ 33,818.40 |
| “ No. 15..... | \$ 279,716.50 | 43,953.66 | 323,670.16 |
| “ No. 29..... | 397,164.13 | 38,772.73 | 435,936.86 |
| “ No. 44..... | | 2,465.12 | 2,465.12 |
| Development Roads:— | | | |
| Darling Township Line North to Darling Township Line South..... | | 27,642.82 | 27,642.82 |
| Beckwith Township, Concessions 8 and 9..... | 12,364.37 | | 12,364.37 |
| Smiths Falls-North Gower..... | 28,573.79 | | 28,573.79 |
| Survey, Montague Township..... | 203.16 | | 203.16 |
| | \$ 718,021.95 | \$ 146,652.73 | \$ 864,674.68 |
| LEEDS AND GRENVILLE:— | | | |
| Highway No. 2..... | \$ 27,265.06 | \$ 58,024.62 | \$ 85,289.68 |
| “ No. 2-S..... | 150,726.62 | 42,695.82 | 193,422.44 |
| “ No. 15..... | 109,820.54 | 40,804.97 | 150,625.51 |
| “ No. 16..... | 994.14 | 31,839.36 | 32,833.50 |
| “ No. 29..... | 92.26 | 29,681.84 | 29,774.10 |
| “ No. 32..... | | 12,820.53 | 12,820.53 |
| “ No. 42..... | | 40,374.68 | 40,374.68 |

| County | Construction | Maintenance | Total |
|--|---------------|---------------|---------------|
| LEEDS AND GRENVILLE:—(continued) | | | |
| Four Lane Highway, Prescott Cut-off Survey, Proposed Controlled Access Highway | \$ 109,604.52 | ..... | \$ 109,604.52 |
| Connecting Link, Town of Kempville. | 176.55 | ..... | 176.55 |
| Development Roads:— | | \$ 304.25 | 304.25 |
| Chaffey's Locks Road | 55,797.35 | ..... | 55,797.35 |
| Kempville-Merrickville | 33,714.71 | ..... | 33,714.71 |
| Kitley Township, Concessions 9 and 10 | 5,113.90 | ..... | 5,113.90 |
| 1,000 Islands Bridge-Lansdowne | 49,125.92 | ..... | 49,125.92 |
| | \$ 542,431.57 | \$ 256,546.07 | \$ 798,977.64 |
| LENNOX AND ADDINGTON:— | | | |
| Highway No. 2 | | \$ 30,525.04 | \$ 30,525.04 |
| " No. 7 | | 17,923.06 | 17,923.06 |
| " No. 33 | \$ 555.89 | 57,511.96 | 58,067.85 |
| " No. 41 | 209,263.68 | 302,690.49 | 511,954.17 |
| Sidewalk Construction, Tamworth | 251.51 | ..... | 251.51 |
| Miscellaneous Survey | 513.69 | ..... | 513.69 |
| Development Roads:— | | 2,168.19 | 2,168.19 |
| Tamworth-Arden |  | ..... | 14,183.63 |
| Yarker-Moscow | 14,183.63 | ..... | 264.50 |
| Centreville-Mud Lake | 264.50 | ..... |  |
| | \$ 225,032.90 | \$ 410,818.74 | \$ 635,851.64 |
| LINCOLN:— | | | |
| Highway No. 8 | \$ 28,764.80 | \$ 44,255.64 | \$ 73,020.44 |
| " No. 8-A | | 3,099.20 | 3,099.20 |
| " No. 20 | 1,219.41 | 26,290.92 | 27,510.33 |
| " No. 57 | 34,826.96 | 2,452.17 | 37,279.13 |
| " No. 58 | 378.78 | 2,982.68 | 3,361.46 |
| Queen Elizabeth Way | 57,800.06 | 96,112.86 | 153,912.92 |
| | \$ 122,990.01 | \$ 175,193.47 | \$ 298,183.48 |
| MIDDLESEX:— | | | |
| Highway No. 2 | \$ 48,898.00 | \$ 56,103.07 | \$ 105,001.07 |
| " No. 4 | 125,981.80 | 54,018.70 | 180,000.50 |
| " No. 7 | 966.61 | 44,588.75 | 45,555.36 |
| " No. 22 | 6,534.93 | 36,442.11 | 42,977.04 |
| " No. 23 | 861.71 | 13,690.07 | 14,551.78 |
| " No. 73 | 34,541.21 | 12,224.18 | 46,765.39 |
| " No. 74 | | 4,307.25 | 4,307.25 |
| " No. 80 | | 31,942.29 | 31,942.29 |
| " No. 81 | 279,564.93 | 57,835.92 | 337,400.85 |
| Development Roads:— | | | |
| County Suburban Road | 17.36 | ..... | 17.36 |
| | \$ 497,366.55 | \$ 311,152.34 | \$ 808,518.89 |
| NORFOLK:— | | | |
| Highway No. 3 | \$ 7,553.46 | \$ 41,768.96 | \$ 49,322.42 |
| " No. 6 | | 17,105.07 | 17,105.07 |
| " No. 19 | | 1,521.53 | 1,521.53 |
| " No. 24 | 254,461.96 | 23,110.78 | 277,572.74 |
| " No. 59 | 10,844.63 | 2,601.14 | 13,445.77 |
| Connecting Link, Town of Simcoe | | 40.71 | 40.71 |
| | \$ 272,860.05 | \$ 86,148.19 | \$ 359,008.24 |
| NORTHUMBERLAND AND DURHAM:— | | | |
| Highway No. 2 | \$ 71,412.57 | \$ 364,231.49 | \$ 435,644.06 |
| " No. 2-A | 1,388.24 | ..... | 1,388.24 |
| " No. 7-A | 506.31 | 106,416.12 | 106,922.43 |
| " No. 28 | 954.78 | 41,283.40 | 42,238.18 |

| County | | Construction | Maintenance | Total |
|--|--------------|---------------|---------------|-----------------|
| NORTHUMBERLAND AND DUR'M:—(con't) | | | | |
| " | No. 30..... | \$ 4,875.79 | \$ 42,223.67 | \$ 47,099.46 |
| " | No. 33..... | | 2,344.56 | 2,344.56 |
| " | No. 35..... | 200,252.69 | 62,469.15 | 262,721.84 |
| " | No. 45..... | 184,489.37 | 32,785.01 | 217,274.38 |
| Connecting Link, Town of Bowmanville..... | | | 346.90 | 346.90 |
| Connecting Link, Town of Campbellford..... | | | 91.25 | 91.25 |
| Connecting Link, Town of Port Hope..... | | | 516.50 | 516.50 |
| Connecting Link, Village of Brighton..... | | | 81.50 | 81.50 |
| Connecting Link, Village of Colborne..... | | | 31.00 | 31.00 |
| Connecting Link, Village of Hastings..... | | | 1,364.66 | 1,364.66 |
| Connecting Link, Village of Newcastle..... | | | 31.00 | 31.00 |
| Development Roads:— | | | | |
| Campbellford-Hoard's Station..... | | 75,993.10 | | 75,993.10 |
| Survey, Pontypool-Peterborough..... | | 437.95 | | 437.95 |
| | | \$ 540,310.80 | \$ 654,216.21 | \$ 1,194,527.01 |
| ONTARIO:— | | | | |
| Highway | No. 2..... | \$ 78.58 | \$ 45,883.28 | \$ 45,961.86 |
| " | No. 2-A..... | 453,101.50 | 88,121.42 | 541,222.92 |
| " | No. 7..... | 544.39 | 22,837.86 | 23,382.25 |
| " | No. 7-A..... | | 5,311.97 | 5,311.97 |
| " | No. 12..... | 13,661.05 | 105,407.38 | 119,068.43 |
| " | No. 47..... | 2,194.96 | 33,212.88 | 35,407.84 |
| " | No. 48..... | 248.93 | 7,351.79 | 7,600.72 |
| " | No. 69..... | 1,594.52 | 17,339.22 | 18,933.74 |
| Miscellaneous Survey..... | | 16.05 | | 16.05 |
| Connecting Links, Village of Port Perry..... | | | 405.00 | 405.00 |
| Development Roads:— | | | | |
| Survey, County Road Revision..... | | 177.62 | | 177.62 |
| | | \$ 471,617.60 | \$ 325,870.80 | \$ 797,488.40 |
| OXFORD:— | | | | |
| Highway | No. 2..... | \$ 16,293.60 | \$ 42,410.75 | \$ 58,704.35 |
| " | No. 3..... | 4,550.22 | 1,829.59 | 6,379.81 |
| " | No. 19..... | 1,263.19 | 43,589.33 | 44,852.52 |
| " | No. 53..... | | 6,985.83 | 6,985.83 |
| " | No. 59..... | 353,830.52 | 25,293.18 | 379,123.70 |
| " | No. 97..... | 585.86 | 39,051.69 | 39,637.55 |
| " | No. 100..... | 15,284.00 | 28,789.85 | 44,073.85 |
| Connecting Link, Town of Tillsonburg..... | | | 122.25 | 122.25 |
| | | \$ 391,807.39 | \$ 188,072.47 | \$ 579,879.86 |
| PEEL:— | | | | |
| Highway | No. 2..... | \$ 508.74 | \$ 69,267.98 | \$ 69,776.72 |
| " | No. 5..... | 42,073.37 | 29,003.70 | 71,077.07 |
| " | No. 7..... | 432.60 | 302,971.96 | 303,404.56 |
| " | No. 9..... | 1,190.03 | 17,353.80 | 18,543.83 |
| " | No. 10..... | 2,353.27 | 104,022.81 | 106,376.08 |
| " | No. 24..... | 145.00 | 21,842.99 | 21,987.99 |
| " | No. 50..... | 192,330.33 | 28,176.50 | 220,506.83 |
| " | No. 51..... | 84.59 | 5,537.08 | 5,621.67 |
| Queen Elizabeth Way..... | | 2,328.74 | 233,034.86 | 235,363.60 |
| Connecting Link, Village of Port Credit..... | | | 966.36 | 966.36 |
| | | \$ 241,446.67 | \$ 812,178.04 | \$ 1,053,624.71 |
| PERTH:— | | | | |
| Highway | No. 7..... | \$ 5,244.02 | \$ 29,098.94 | \$ 34,342.96 |
| " | No. 8..... | 2,445.64 | 41,376.58 | 43,822.22 |

| County | Construction | Maintenance | Total |
|--|---------------|---------------|---------------|
| PERTH:—(continued) | | | |
| Highway No. 19..... | \$ 2,060.22 | \$ 55,366.12 | \$ 57,426.34 |
| “ No. 23..... | 136,436.94 | 225,548.33 | 361,985.27 |
| “ No. 83..... | 52.72 | 5,305.09 | 5,357.81 |
| “ No. 86..... | 3,950.50 | 25,959.35 | 29,909.85 |
| “ No. 97..... | 17.64 | ..... | 17.64 |
| “ No. 100..... | 1,666.90 | 3,198.87 | 4,865.77 |
| Connecting Link, Town of Listowel..... | ..... | 768.82 | 768.82 |
| Connecting Link, Town of Mitchell..... | ..... | 547.52 | 547.52 |
| | \$ 151,874.58 | \$ 387,169.62 | \$ 539,044.20 |
| PETERBOROUGH:— | | | |
| Highway No. 7..... | \$ 9,669.65 | \$ 67,976.66 | \$ 77,646.31 |
| “ No. 7-A..... | ..... | 1,126.11 | 1,126.11 |
| “ No. 28..... | 14,217.51 | 124,571.02 | 138,788.53 |
| “ No. 30..... | ..... | 4,536.55 | 4,536.55 |
| “ No. 35..... | 511.61 | ..... | 511.61 |
| “ No. 36..... | ..... | 46,424.90 | 46,424.90 |
| “ No. 45..... | ..... | 5,321.35 | 5,321.35 |
| Connecting Link, Village of Lakefield..... | ..... | 801.10 | 801.10 |
| Development Roads:— | | | |
| Bobcaygeon-Kinmount..... | 1,583.88 | 22,942.66 | 24,526.54 |
| Catchacoma Road..... | ..... | 4,694.62 | 4,694.62 |
| Church Line Road..... | 1,997.50 | ..... | 1,997.50 |
| Apsley-Lasswade-Clydesdale Road..... | ..... | 52,558.48 | 52,558.48 |
| Buckhorn-Cannon's Narrows Road..... | 39,972.32 | ..... | 39,972.32 |
| Nepheline Mine Road..... | 73,801.86 | ..... | 73,801.86 |
| Lakefield-Hall's Bridge Road..... | 124,135.39 | ..... | 124,135.39 |
| Havelock-Lasswade Road..... | 37,521.18 | ..... | 37,521.18 |
| Survey, Crowe's Landing East..... | 4.55 | ..... | 4.55 |
| Survey, Dummer, Burleigh, Methuen Townships..... | 254.82 | ..... | 254.82 |
| Survey, Pontypool-Peterborough..... | 137.39 | ..... | 137.39 |
| | \$ 303,807.66 | \$ 330,953.45 | \$ 634,761.11 |
| PRESCOTT AND RUSSELL:— | | | |
| Highway No. 17..... | \$ 92,264.97 | \$ 99,347.87 | \$ 191,612.84 |
| “ No. 34..... | ..... | 14,110.39 | 14,110.39 |
| Sidewalk Construction, Lemieux..... | 449.60 | ..... | 449.60 |
| Connecting Link, Town of Rockland..... | ..... | 319.25 | 319.25 |
| | \$ 92,714.57 | \$ 113,777.51 | \$ 206,492.08 |
| PRINCE EDWARD:— | | | |
| Highway No. 14..... | \$ 72,476.10 | \$ 36,972.74 | \$ 109,448.84 |
| “ No. 33..... | 17,942.61 | 38,631.05 | 56,573.66 |
| “ No. 41..... | 75,871.64 | 5,819.87 | 81,691.51 |
| Connecting Link, Town of Picton..... | ..... | 628.59 | 628.59 |
| Development Roads:— | | | |
| Marysburg North Township..... | 25,747.42 | ..... | 25,747.42 |
| Big Island Road..... | 9,606.18 | ..... | 9,606.18 |
| Survey, Consecon-Wellington..... | 185.35 | ..... | 185.35 |
| | \$ 201,829.30 | \$ 82,052.25 | \$ 283,881.55 |
| RENFREW:— | | | |
| Highway No. 17..... | \$ 9,448.42 | \$ 949,305.51 | \$ 958,753.93 |
| “ No. 29..... | ..... | 494.56 | 494.56 |
| “ No. 41..... | 5,859.07 | 144,413.29 | 150,272.36 |
| “ No. 60..... | 26,720.58 | 113,314.39 | 140,034.97 |
| “ No. 62..... | 17,974.46 | 49,057.39 | 67,031.85 |
| Survey, Bridge Crossing Petawawa River..... | 34.12 | ..... | 34.12 |
| Connecting Link, Town of Pembroke..... | 675.23 | ..... | 675.23 |
| Connecting Link, Town of Renfrew..... | ..... | 1,731.87 | 1,731.87 |
| Development Roads:— | | | |
| Burnstown-Black Diamond Mine and Calabogie-Darling Township Line..... | 29,508.66 | 36,108.06 | 65,616.72 |

| County | Construction | Maintenance | Total |
|---|-----------------|-----------------|-----------------|
| RENFREW:—(continued) | | | |
| Combermere-Burgess Mine..... | | \$ 4,481.82 | \$ 4,481.82 |
| Combermere-Quadville..... | | 25,714.47 | 25,714.47 |
| Killaloe-Round Lake..... | | 8,546.46 | 8,546.46 |
| Killaloe-Brudenell..... | | 12,346.39 | 12,346.39 |
| Eganville-Cormac..... | | 15,787.07 | 15,787.07 |
| Dacre-Hyndford..... | | 11,384.10 | 11,384.10 |
| Dacre-Shamrock..... | | 11,920.76 | 11,920.76 |
| Eganville-Kelly's Corners..... | | 3,413.74 | 3,413.74 |
| Highway No. 17-Kelly's Corners..... | | 15,334.09 | 15,334.09 |
| Griffith-Easterly Boundary of | | | |
| Matawatchan..... | 28,914.80 | | 28,914.80 |
| Highway No. 41-Bromley..... | 9,789.59 | | 9,789.59 |
| Eganville-Hyndford..... | 4,043.22 | | 4,043.22 |
| Northcote-Eganville..... | | 15,682.04 | 15,682.04 |
| Eganville-Pembroke..... | | 15,745.49 | 15,745.49 |
| Calabogie-Opeongo..... | 28,825.00 | | 28,825.00 |
| Eganville-Pembroke..... | 159,726.09 | | 159,726.09 |
| Survey, Wilberforce Road..... | 100.77 | | 100.77 |
| | \$ 321,620.01 | \$ 1,434,781.50 | \$ 1,756,401.51 |
| SIMCOE:— | | | |
| Highway No. 9..... | | \$ 32,760.89 | \$ 32,760.89 |
| " No. 11..... | \$ 9,733.31 | 120,119.49 | 129,852.80 |
| " No. 12..... | 2,405.19 | 87,569.04 | 89,974.23 |
| " No. 24..... | 535,566.11 | 29,368.06 | 564,934.17 |
| " No. 26..... | 46,162.70 | 57,880.68 | 104,043.38 |
| " No. 27..... | 1,470.37 | 149,629.76 | 151,100.13 |
| " No. 88..... | 17.66 | 16,465.93 | 16,483.59 |
| " No. 89..... | 369,719.89 | 37,923.53 | 407,643.42 |
| " No. 90..... | 3.74 | 11,982.27 | 11,986.01 |
| " No. 91..... | 11.99 | 11,216.68 | 11,228.67 |
| " No. 92..... | | 14,100.82 | 14,100.82 |
| " No. 93..... | 632.50 | 31,895.28 | 32,527.78 |
| " No. 103..... | 989.62 | 10,842.59 | 11,832.21 |
| Toronto-Barrie Highway..... | 262,462.19 | 18,637.05 | 281,099.24 |
| Survey, Barrie By-Pass..... | 1,766.83 | | 1,766.83 |
| Miscellaneous Survey..... | 16.02 | | 16.02 |
| Connecting Link, Town of Alliston... | | 178.75 | 178.75 |
| Connecting Link, Town of Orillia... | | 1,491.30 | 1,491.30 |
| Connecting Link, Town of Penetang... | | 16.47 | 16.47 |
| Connecting Link, Town of Stayner... | | 1,417.83 | 1,417.83 |
| Connecting Link, Village of Coldwater | | 919.85 | 919.85 |
| Connecting Link, Village of | | | |
| Victoria Harbour..... | | 1,366.87 | 1,366.87 |
| Development Roads:— | | | |
| Severn Falls-Big Chute..... | 76,377.91 | | 76,377.91 |
| Lovering-Severn Falls..... | 9,886.50 | | 9,886.50 |
| Survey, Matchedash Township..... | 4,798.16 | | 4,798.16 |
| Survey, Barrie-Waubushene..... | 46.28 | | 46.28 |
| | \$ 1,322,066.97 | \$ 635,783.14 | \$ 1,957,850.11 |
| STORMONT, DUNDAS AND GLENGARRY: | | | |
| Highway No. 2..... | \$ 1,635.19 | \$ 133,055.76 | \$ 134,690.95 |
| " No. 31..... | 12.93 | 38,609.73 | 38,622.66 |
| " No. 34..... | 475.95 | 22,481.43 | 22,957.38 |
| " No. 43..... | 12,175.00 | 72,381.21 | 84,556.21 |
| Sidewalk Construction, Chrysler..... | 207.31 | | 207.31 |
| Connecting Link, Town of Alexandria | | 470.44 | 470.44 |
| Connecting Link, Village of Iroquois... | | 236.51 | 236.51 |
| Connecting Link, Village of | | | |
| Winchester..... | | 153.98 | 153.98 |
| | \$ 14,506.38 | \$ 267,389.06 | \$ 281,895.44 |

| County | Construction | Maintenance | Total |
|--|---------------|---------------|---------------|
| VICTORIA:— | | | |
| Highway No. 7..... | \$ 3,393.04 | \$ 36,570.46 | \$ 39,963.50 |
| “ No. 35..... | 96,559.32 | 51,960.86 | 148,520.18 |
| “ No. 36..... | 237.38 | 14,902.79 | 15,140.17 |
| “ No. 46..... | 58,511.36 | 42,438.28 | 100,949.64 |
| Connecting Link, Town of Lindsay..... | | 2,038.11 | 2,038.11 |
| Connecting Link, Village of Omemece..... | | 237.90 | 237.90 |
| Development Roads:— | | | |
| Fenelon Falls North, County Road... | 14,353.54 | | 14,353.54 |
| Burnt River Road..... | 10,158.93 | 14,901.10 | 25,060.03 |
| Norland-Kinmount, Norland-Uphill... | 20,317.87 | 7,593.14 | 27,911.01 |
| Highway No. 46-Sebright, Highway | | | |
| No. 46-Uphill, Sebright-Uphill..... | 10,158.94 | 12,161.35 | 22,320.29 |
| Bobcaygeon-Kinmount..... | 3,155.66 | 23,021.64 | 26,177.30 |
| Survey, Minden-Kinmount..... | 33.82 | | 33.82 |
| Survey, Gamebridge-Kirkfield..... | 145.90 | | 145.90 |
| | \$ 217,025.76 | \$ 205,825.63 | \$ 422,851.39 |
| WATERLOO:— | | | |
| Highway No. 7..... | \$ 51,842.09 | \$ 36,192.77 | \$ 88,034.86 |
| “ No. 8..... | 656.04 | 58,765.75 | 59,421.79 |
| “ No. 24..... | 280.79 | 11,068.19 | 11,348.98 |
| “ No. 24-A..... | | 14,930.16 | 14,930.16 |
| “ No. 85..... | 13,737.93 | 9,920.88 | 23,658.81 |
| “ No. 86..... | 2,526.96 | 29,825.58 | 32,352.54 |
| “ No. 97..... | 40.72 | 8,133.86 | 8,174.58 |
| Connecting Link, Town of Elmira..... | | 102.15 | 102.15 |
| Connecting Link, Town of Hespeler..... | 3,602.63 | | 3,602.63 |
| Connecting Link, Town of Preston..... | | 964.67 | 964.67 |
| | \$ 72,687.16 | \$ 169,904.01 | \$ 242,591.17 |
| WELLAND:— | | | |
| Highway No. 3..... | \$ 4,007.31 | \$ 41,480.77 | \$ 45,488.08 |
| “ No. 3-A..... | 4,124.71 | 16,334.87 | 20,459.58 |
| “ No. 3-C..... | | 9,931.71 | 9,931.71 |
| “ No. 8..... | | 3,402.03 | 3,402.03 |
| “ No. 20..... | Cr. 23,714.96 | 20,533.00 | Cr. 3,181.96 |
| “ No. 57..... | 152,104.15 | 5,123.55 | 157,227.70 |
| “ No. 58..... | 4,956.99 | 18,866.09 | 23,823.08 |
| Queen Elizabeth Way..... | 143,378.47 | 154,566.99 | 297,945.46 |
| | \$ 284,856.67 | \$ 270,239.01 | \$ 555,095.68 |
| WELLINGTON:— | | | |
| Highway No. 6..... | \$ 48,506.03 | \$ 75,789.80 | \$ 124,295.83 |
| “ No. 7..... | 1,191.61 | 37,187.66 | 38,379.27 |
| “ No. 9..... | 3,974.51 | 57,156.97 | 61,131.48 |
| “ No. 23..... | | 42,349.57 | 42,349.57 |
| “ No. 24..... | 37,712.50 | 47,105.00 | 84,817.50 |
| “ No. 86..... | 3,007.43 | 24,671.44 | 27,678.87 |
| “ No. 87..... | 2,205.79 | 9,812.97 | 12,018.76 |
| Miscellaneous Survey..... | 100.80 | | 100.80 |
| Connecting Link, Town of | | | |
| Mount Forest..... | | 2,564.00 | 2,564.00 |
| Connecting Link, Town of | | | |
| Palmerston..... | | 3,141.32 | 3,141.32 |
| Connecting Link, Village of Arthur..... | | 289.33 | 289.33 |
| Connecting Link, Village of Fergus..... | | 491.81 | 491.81 |
| | \$ 96,698.67 | \$ 300,559.87 | \$ 397,258.54 |
| WENTWORTH:— | | | |
| Highway No. 2..... | \$ 4,629.13 | \$ 50,480.30 | \$ 55,109.43 |
| “ No. 5..... | | 45,904.17 | 45,904.17 |
| “ No. 6..... | 77,373.71 | 32,804.25 | 110,177.96 |

| County | | Construction | Maintenance | Total |
|--|---------------|---------------|---------------|-----------------|
| WENTWORTH:—(continued) | | | | |
| " | No. 8..... | \$ 4,604.11 | \$ 66,754.21 | \$ 71,358.32 |
| " | No. 20..... | 223.98 | 43,493.80 | 43,717.78 |
| " | No. 20-A..... | | 1,045.70 | 1,045.70 |
| " | No. 52..... | 1,903.13 | 15,739.40 | 17,642.53 |
| " | No. 53..... | | 14,951.88 | 14,951.88 |
| " | No. 55..... | 682.85 | 3,470.48 | 4,153.33 |
| " | No. 56..... | 52.75 | 29,459.72 | 29,512.47 |
| " | No. 97..... | 484.64 | 15,133.56 | 15,618.20 |
| " | No. 99..... | | 13,990.93 | 13,990.93 |
| " | No. 102..... | | 4,804.13 | 4,804.13 |
| Queen Elizabeth Way..... | | 1,500.81 | 25,191.48 | 26,692.29 |
| Miscellaneous Surveys..... | | 78.32 | | 78.32 |
| Connecting Link, Town of Dundas... | | | 399.46 | 399.46 |
| | | \$ 91,533.43 | \$ 363,623.47 | \$ 455,156.90 |
| YORK:— | | | | |
| Highway | No. 2..... | \$ 2,607.90 | \$ 177,156.93 | \$ 179,764.83 |
| " | No. 2-A..... | 40,055.69 | 11,972.22 | 52,027.91 |
| " | No. 5..... | 433.20 | 7,897.47 | 8,330.67 |
| " | No. 5-A..... | 238,908.15 | 21,696.83 | 260,604.98 |
| " | No. 7..... | 70.53 | 76,074.21 | 76,144.74 |
| " | No. 9..... | 806.80 | | 806.80 |
| " | No. 11..... | 39,922.94 | 85,275.26 | 125,198.20 |
| " | No. 11-A..... | | 697.54 | 697.54 |
| " | No. 27..... | 78,383.06 | 110,934.75 | 189,317.81 |
| " | No. 47..... | 47,938.89 | 6,369.35 | 54,308.24 |
| " | No. 49..... | | 3,987.62 | 3,987.62 |
| " | No. 89..... | 83.21 | | 83.21 |
| Queen Elizabeth Way..... | | | 49,864.28 | 49,864.28 |
| Toronto By-Pass Scarborough Township..... | | 2,819.60 | | 2,819.60 |
| Toronto By-Pass North York Township..... | | 43,689.68 | | 43,689.68 |
| Toronto-Barrie Highway..... | | 417,974.15 | | 417,974.15 |
| Old Queen Street..... | | 114.05 | 41,577.87 | 41,691.92 |
| Survey, Queen Elizabeth Way-Highway No. 27..... | | 1,309.51 | | 1,309.51 |
| Survey, Dawes Road—Highway No. 2 | | 1,809.25 | | 1,809.25 |
| Survey, Toronto North-West Entrance..... | | 1,912.33 | | 1,912.33 |
| Survey, Eglinton Avenue East..... | | 2,719.72 | | 2,719.72 |
| Miscellaneous Survey..... | | 13.39 | | 13.39 |
| Connecting Link, Town of Mimico..... | | | 328.83 | 328.83 |
| Connecting Link, Town of New Toronto..... | | | Cr. 39.80 | Cr. 39.80 |
| Connecting Link, Village of Long Branch..... | | | Cr. 152.49 | Cr. 152.49 |
| Connecting Link, Village of Richmond Hill..... | | | 307.25 | 307.25 |
| Development Roads:— | | | | |
| Miscellaneous Survey..... | | 91.81 | | 91.81 |
| | | \$ 921,663.86 | \$ 593,948.12 | \$ 1,515,611.98 |
| HALIBURTON:— | | | | |
| Highway | No. 28..... | | \$ 26,322.40 | \$ 26,322.40 |
| " | No. 35..... | \$ 14,113.15 | 61,364.81 | 75,477.96 |
| " | No. 60..... | 11,658.58 | 31,146.42 | 42,805.00 |
| Sidewalk Construction, Anson, Hinden, Minden Townships..... | | 1,058.03 | | 1,058.03 |
| Development Roads:— | | | | |
| Haliburton-Redstone..... | | 346.57 | 58,372.35 | 58,718.92 |
| Minden to Junction with Kinmount-Hastings Boundary Road..... | | | 24,655.59 | 24,655.59 |
| Minden-Kinmount..... | | 247,250.87 | 34,594.87 | 281,845.74 |

| District | Construction | Maintenance | Total |
|--|---------------|---------------|-----------------|
| HALIBURTON:—(continued) | | | |
| Kinmount-Hastings Boundary..... | \$ 110.10 | \$ 32,757.17 | \$ 32,867.27 |
| Dysart, Guilford, Havelock Townships..... | 24,933.39 | ..... | 24,933.39 |
| Dysart, Guilford, Stanhope Townships..... | 14,154.11 | ..... | 14,154.11 |
| Glamorgan Township..... | 3,925.00 | ..... | 3,925.00 |
| Snowden Township..... | 26,799.74 | ..... | 26,799.74 |
| Survey, Haliburton District..... | 782.22 | ..... | 782.22 |
| Survey, Haliburton Northerly..... | 1,020.30 | ..... | 1,020.30 |
| Survey, Haliburton-Guilford West.... | 204.92 | ..... | 204.92 |
| | \$ 346,356.98 | \$ 269,213.61 | \$ 615,570.59 |
| MUSKOKA:— | | | |
| Highway No. 11..... | \$ 910,744.30 | \$ 107,723.00 | \$ 1,018,467.30 |
| “ No. 35..... | ..... | 4,951.85 | 4,951.85 |
| “ No. 60..... | ..... | 22,260.63 | 22,260.63 |
| “ No. 69..... | 696.62 | 28,851.75 | 29,548.37 |
| Miscellaneous Survey..... | 9.74 | ..... | 9.74 |
| Connecting Link, Town of Huntsville..... | ..... | 249.60 | 249.60 |
| Development Roads:— | | | |
| Gravenhurst-Sanitarium..... | ..... | 494.25 | 494.25 |
| Bracebridge-Baysville and Dorset..... | ..... | 33,525.24 | 33,525.24 |
| Bracebridge-Glen Orchard..... | ..... | 12,252.78 | 12,252.78 |
| Huntsville-Baysville..... | ..... | 46,693.81 | 46,693.81 |
| Falkenburg-Rosseau..... | ..... | 75,415.55 | 75,415.55 |
| Highway No. 11-Port Sydney and Limerlost..... | ..... | 42,762.23 | 42,762.23 |
| Highway No. 60-Limerlost..... | ..... | 6,753.24 | 6,753.24 |
| Honey Harbour-Port Severn..... | ..... | 18,686.83 | 18,686.83 |
| Franklin, Brunel Townships..... | 1,234.86 | ..... | 1,234.86 |
| Oakley, Draper Townships..... | 26,283.33 | ..... | 26,283.33 |
| Survey, Muskoka Road..... | 88.89 | ..... | 88.89 |
| Survey, Baysville-Britannia..... | 17.95 | ..... | 17.95 |
| Survey, White House-South Portage.. | 71.10 | ..... | 71.10 |
| Unincorporated Townships Roads:— | | | |
| Baxter Township..... | ..... | 2,057.83 | 2,057.83 |
| Sinclair Township..... | ..... | 1,511.64 | 1,511.64 |
| | \$ 939,146.79 | \$ 404,190.23 | \$ 1,343,337.02 |
| NIPISSING:— | | | |
| Highway No. 11..... | \$ 36,786.47 | \$ 133,994.18 | \$ 170,780.65 |
| “ No. 17..... | 574,338.99 | 558,734.82 | 1,133,073.81 |
| “ No. 60..... | 3,796.73 | 168,068.42 | 171,865.15 |
| “ No. 63..... | 33,083.76 | 120,557.25 | 153,641.01 |
| “ No. 64..... | 6,744.67 | 76,365.08 | 83,109.75 |
| “ No. 94..... | ..... | 11,094.67 | 11,094.67 |
| Survey, North Bay By-Pass..... | 581.76 | ..... | 581.76 |
| Miscellaneous Survey..... | 266.44 | ..... | 266.44 |
| Development Roads:— | | | |
| Mattawa-LeCave..... | 43,088.40 | ..... | 43,088.40 |
| Mattawa-Harrington Creek..... | ..... | 5,712.29 | 5,712.29 |
| Highway No. 11-Airport..... | ..... | 1,992.42 | 1,992.42 |
| Verner-Lavigne-Muskat Creek..... | ..... | 44,950.69 | 44,950.69 |
| Field-River Valley..... | ..... | 27,306.81 | 27,306.81 |
| Warren-River Valley..... | ..... | 3,649.88 | 3,649.88 |
| Hagar-Rutter-Bigwood-Wolseley Bay..... | ..... | 115,011.53 | 115,011.53 |
| Madawaska-Cross Lake..... | ..... | 5,330.56 | 5,330.56 |
| Whitney-Hastings Boundary..... | ..... | 41,669.72 | 41,669.72 |
| Verner-Field, Caldwell Township..... | 8,449.13 | ..... | 8,449.13 |
| Verner-Field, Field Township..... | 2,228.71 | ..... | 2,228.71 |
| Survey, Petawawa Access Logging Road..... | 65.08 | ..... | 65.08 |
| Mining Roads:— | | | |
| Caniptau Road and Spurs..... | ..... | 1,293.83 | 1,293.83 |
| Unincorporated Townships Roads:— | | | |
| Airy Township..... | ..... | 340.00 | 340.00 |
| Badgerow Township..... | ..... | 14,294.49 | 14,294.49 |

| District | Construction | Maintenance | Total |
|---|---------------|-----------------|-----------------|
| NIPissing:—(continued) | | | |
| Bastedo Township..... | | \$ 25.00 | \$ 25.00 |
| Beaucage Township..... | | 138.32 | 138.32 |
| Bigwood Township..... | | 2,115.10 | 2,115.10 |
| Crerar Township..... | | 294.50 | 294.50 |
| Crerar, Afton Townships..... | | 1,817.39 | 1,817.39 |
| Crerar, Gibbons N.W. Townships..... | | 1,526.33 | 1,526.33 |
| Delamere, Hosken Townships..... | | 1,959.80 | 1,959.80 |
| Falconer, Louden N., Haddo S.E. Townships..... | | 1,671.28 | 1,671.28 |
| Gibbons Township..... | | 1,305.00 | 1,305.00 |
| Gladman Township..... | | 124.74 | 124.74 |
| Grant Township..... | | 95.76 | 95.76 |
| Haddo Township..... | | 78.50 | 78.50 |
| Henry Township..... | | 798.95 | 798.95 |
| Hugel Township..... | | 2,430.58 | 2,430.58 |
| Hugel, Kirkpatrick Townships..... | | 560.68 | 560.68 |
| Jane Township..... | | 1,304.00 | 1,304.00 |
| Kirkpatrick Township..... | | 5,114.77 | 5,114.77 |
| McPherson Township..... | | 1,168.75 | 1,168.75 |
| McPherson, Louden N., Haddo S.E. Townships..... | | 6,933.87 | 6,933.87 |
| Pedley Township..... | | 13.95 | 13.95 |
| Phelps Township..... | | 7,247.79 | 7,247.79 |
| Sabine Township..... | | 379.85 | 379.85 |
| Scollard Township..... | | 534.94 | 534.94 |
| | \$ 709,430.14 | \$ 1,368,006.49 | \$ 2,077,436.63 |
| PARRY SOUND:— | | | |
| Highway No. 11..... | \$ 274,433.04 | \$ 93,078.74 | \$ 367,511.78 |
| “ No. 69..... | 2,620.48 | 102,545.33 | 105,165.81 |
| Development Roads:— | | | |
| Rosseau-Hayes Corner..... | | 19,765.76 | 19,765.76 |
| Highway No. 11 at Elmsdale- Highway No. 69 at Parry Sound... | 367.33 | 37,123.36 | 37,490.69 |
| Burks Falls-Parry Sound..... | 20,420.16 | 77,641.93 | 98,062.09 |
| Dunchurch-Ardbeg..... | | 17,450.45 | 17,450.45 |
| Sundridge-Magnetawan..... | | 22,311.85 | 22,311.85 |
| Highway No. 69-Bayfield..... | | 1,268.74 | 1,268.74 |
| Powassan Westerly..... | | 43,728.47 | 43,728.47 |
| Trout Creek-Loring-Restoule..... | 33,267.73 | 93,568.43 | 126,836.16 |
| Carling Township..... | 27,990.51 | | 27,990.51 |
| Humphrey Township..... | 14,391.94 | | 14,391.94 |
| Machar Township..... | 30,074.46 | | 30,074.46 |
| Perry Township..... | 42,730.15 | | 42,730.15 |
| Ryerson Township..... | 5,999.03 | | 5,999.03 |
| Himsworth North Township..... | 14,222.03 | | 14,222.03 |
| Unincorporated Township Roads:— | | | |
| Bethune Township..... | | 6,732.30 | 6,732.30 |
| Burpee Township..... | | 1,608.08 | 1,608.08 |
| Conger Township..... | | 1,027.23 | 1,027.23 |
| Croft Township..... | | 4,530.07 | 4,530.07 |
| Ferguson Township..... | | 1,668.92 | 1,668.92 |
| Ferrie Township..... | | 217.31 | 217.31 |
| Gurd Township..... | | 4,923.05 | 4,923.05 |
| Hardy Township..... | | 115.00 | 115.00 |
| Henvey Township..... | | 389.82 | 389.82 |
| Laurier Township..... | | 1,898.07 | 1,898.07 |
| Lount Township..... | | 10,829.24 | 10,829.24 |
| McKenzie Township..... | | 1,794.00 | 1,794.00 |
| Mills, Hardy Townships..... | | 4,714.39 | 4,714.39 |
| Monteith Township..... | | 2,888.87 | 2,888.87 |
| Patterson Township..... | | 2,504.45 | 2,504.45 |
| Pringle Township..... | | 2,906.27 | 2,906.27 |
| Proudfoot Township..... | | 4,752.83 | 4,752.83 |
| Spence Township..... | | 3,863.75 | 3,863.75 |

| District | Construction | Maintenance | Total |
|--|-----------------|-----------------|-----------------|
| PARRY SOUND:—(continued) | | | |
| Wallbridge South Township..... | | \$ 8,843.94 | \$ 8,843.94 |
| Wallbridge North, Henvey Townships..... | | 1,041.67 | 1,041.67 |
| Wilson, McConkey Townships..... | | 3,496.74 | 3,496.74 |
| Shawanaga Indian Reserve..... | | 396.95 | 396.95 |
| | \$ 466,516.86 | \$ 579,626.01 | \$ 1,046,142.87 |
| TEMISKAMING:— | | | |
| Highway No. 11..... | \$ 126,096.66 | \$ 134,881.39 | \$ 260,978.05 |
| “ No. 65..... | 30,944.71 | 94,478.79 | 125,423.50 |
| “ No. 66..... | 72,422.94 | 78,710.76 | 151,133.70 |
| Connecting Link, Town of Cobalt..... | | 2,324.50 | 2,324.50 |
| Connecting Link, Town of Haileybury..... | | 714.72 | 714.72 |
| Connecting Link, Town of New Liskeard..... | | 53.90 | 53.90 |
| Development Roads:— | | | |
| Lorrain Road..... | 4,487.17 | 7,959.29 | 12,446.46 |
| Haileybury-Barr Township..... | | 17,120.71 | 17,120.71 |
| Highway No. 11-Quebec Boundary..... | | 16,235.90 | 16,235.90 |
| Highway No. 11 at Nine Mile Corner- Highway No. 69 at Heaslip via Hilliardton..... | 6,504.25 | 15,261.90 | 21,766.15 |
| McCool-Thornloe-Earleton..... | | 8,438.91 | 8,438.91 |
| Charlton Road..... | 2,716.79 | 97,375.38 | 100,092.17 |
| Boston Creek Road and Spurs..... | | 5,816.18 | 5,816.18 |
| Charlton-Elk Lake Road..... | 202.76 | 5,795.03 | 5,997.79 |
| Gowganda Road..... | 3,136.42 | 29,829.16 | 32,965.58 |
| Matachewan Easterly..... | 245,725.76 | | 245,725.76 |
| Larder Station Road..... | | 26.01 | 26.01 |
| Kenogami Station Road..... | | 105.51 | 105.51 |
| Sesekinika Road..... | | 542.53 | 542.53 |
| Martin Bird Road..... | 15,779.80 | | 15,779.80 |
| Government Road, Kirkland Lake.... | 32,631.00 | | 32,631.00 |
| Mining Roads:— | | | |
| Ashley Road..... | | 14,872.00 | 14,872.00 |
| Silverado Road..... | | 14.50 | 14.50 |
| Bidgood Road..... | | 771.94 | 771.94 |
| Martin Bird Road..... | | 52.07 | 52.07 |
| Cheminis Road..... | | 49.42 | 49.42 |
| Unincorporated Township Roads:— | | | |
| Barber Township..... | | 384.74 | 384.74 |
| Beauchamp Township..... | | 3,684.37 | 3,684.37 |
| Bryce Township..... | | 6,062.73 | 6,062.73 |
| Cane Township..... | | 2,091.61 | 2,091.61 |
| Eby, Blain Townships..... | | 2,543.36 | 2,543.36 |
| Gillies Township..... | | 64.22 | 64.22 |
| Henwood Township..... | | 7,211.11 | 7,211.11 |
| Ingram Township..... | | 2,738.31 | 2,738.31 |
| Marquis Township..... | | 4,404.04 | 4,404.04 |
| Marter Township..... | | 4,718.04 | 4,718.04 |
| Marter, Catharine, Skead Townships..... | | 1,200.00 | 1,200.00 |
| Otto Township..... | | 5,818.77 | 5,818.77 |
| Pacaud Township..... | | 3,696.93 | 3,696.93 |
| Robillard Township..... | | 3,884.77 | 3,884.77 |
| Savard Township..... | | 3,153.57 | 3,153.57 |
| Sharpe Township..... | | 3,357.34 | 3,357.34 |
| Tudhope Township..... | | 78.36 | 78.36 |
| | \$ 540,648.26 | \$ 586,522.77 | \$ 1,127,171.03 |
| COCHRANE:— | | | |
| Highway No. 11..... | \$ 1,007,070.22 | \$ 1,160,129.01 | \$ 2,167,199.23 |
| “ No. 67..... | 44,091.33 | 121,096.05 | 165,187.38 |
| “ No. 101..... | 133,717.41 | 51,966.76 | 185,684.17 |
| Miscellaneous Surveys..... | 4,239.55 | | 4,239.55 |
| Connecting Link, Town of Kapuskasing..... | | 670.49 | 670.49 |

| District | Construction | Maintenance | Total |
|--|--------------|--------------|--------------|
| COCHRANE:—(continued) | | | |
| Development Roads:— | | | |
| Nellie Lake-Iroquois Falls..... | | 5,568.73 | 5,568.73 |
| Iroquois Falls-Monteith..... | | 4,845.65 | 4,845.65 |
| Cochrane-Norembege..... | \$ 4,046.08 | \$ 26,488.23 | \$ 30,534.31 |
| Cochrane-Gardiner..... | | 14,224.17 | 14,224.17 |
| Moonbeam-Remi Lake..... | | 1,397.30 | 1,397.30 |
| Hearst-Lake Ste. Therese..... | | 8,425.34 | 8,425.34 |
| Hearst-Meade..... | 963.80 | 22,929.13 | 23,832.93 |
| Smooth Rock Falls-Jacksonborough Junction..... | | 2,608.00 | 2,608.00 |
| Munro Road..... | | 17.97 | 17.97 |
| Bayside Beach Road..... | | 15,337.75 | 15,337.75 |
| Shillington-Iroquois Falls Road..... | | 9,546.22 | 9,546.22 |
| Timmins Back Road..... | | 16,919.64 | 16,919.64 |
| Sandy Falls West Road..... | 4,711.33 | 41,945.24 | 46,656.57 |
| Timmins South-Westerly..... | 376,716.10 | 1.60 | 376,717.70 |
| Holtvre Road..... | | 20,098.33 | 20,098.33 |
| Coulson Road..... | | 765.59 | 765.59 |
| Irvin Porcupine Road..... | 1,500.00 | | 1,500.00 |
| Survey, Matheson-Quebec Boundary..... | 13,475.00 | | 13,475.00 |
| Survey, Timmins-Warren Lake..... | 162.70 | | 162.70 |
| Remi Lake Road..... | 4,527.50 | | 4,527.50 |
| Mining Roads:— | | | |
| Timmins Back Road Spurs..... | | 1,981.78 | 1,981.78 |
| Night Hawk Road..... | | 431.51 | 431.51 |
| Unincorporated Township Roads:— | | | |
| Adams Township..... | | 488.28 | 488.28 |
| Benoit Township..... | | 1,769.55 | 1,769.55 |
| Blount Township..... | | 1,943.32 | 1,943.32 |
| Brower Township..... | | 28.80 | 28.80 |
| Calder Township..... | | 1,082.06 | 1,082.06 |
| Casgrain Township..... | | 2,522.71 | 2,522.71 |
| Casgrain, Kendall Townships..... | 15,851.90 | | 15,851.90 |
| Clute Township..... | | 1,129.35 | 1,129.35 |
| Clute, Calder Townships..... | | 4,680.80 | 4,680.80 |
| Clute, Leitch, Blount Townships..... | | 14,219.08 | 14,219.08 |
| Devitt Township..... | | 274.37 | 274.37 |
| Devitt, Kendall Townships..... | | 1,730.51 | 1,730.51 |
| Dundonald, Clergue, Walker Townships..... | | 12,939.17 | 12,939.17 |
| Eilber, Devitt Townships..... | | 1,198.40 | 1,198.40 |
| Fournier Township..... | | 1,666.61 | 1,666.61 |
| Fox, Brower Townships..... | | 3,388.80 | 3,388.80 |
| German, Matheson Townships..... | | 2,953.87 | 2,953.87 |
| Grenfell Township..... | | 533.12 | 533.12 |
| Haggart, Kendry Townships..... | | 621.25 | 621.25 |
| Hanlan Township..... | | 3,155.70 | 3,155.70 |
| Hanlan, Way Townships..... | | 2,599.88 | 2,599.88 |
| Idington Township..... | | 42.00 | 42.00 |
| Idington, McCrea Townships..... | | 1,736.27 | 1,736.27 |
| Idington, Williamson, Owens Townships..... | | 2,440.13 | 2,440.13 |
| Kendall Township No. 1..... | | 786.71 | 786.71 |
| Kendall Township No. 2..... | | 1,738.17 | 1,738.17 |
| Kendall, Devitt Townships..... | | 1,200.00 | 1,200.00 |
| Kendry Township..... | | 259.20 | 259.20 |
| Kennedy Township..... | | 4,041.60 | 4,041.60 |
| Lamarche Township..... | | 3,847.51 | 3,847.51 |
| Lowther Township..... | | 2,462.26 | 2,462.26 |
| Lowther, Way Townships..... | | 1,079.24 | 1,079.24 |
| McCann Township..... | | 240.52 | 240.52 |
| McCart Township..... | | 5,580.95 | 5,580.95 |
| Nansen Township..... | | 1,455.45 | 1,455.45 |
| Newmarket Township..... | | 1,410.84 | 1,410.84 |
| O'Brien Township..... | | 703.00 | 703.00 |
| Owens Township..... | | 163.60 | 163.60 |

| District | Construction | Maintenance | Total |
|--|-----------------|-----------------|-----------------|
| COCHRANE:—(continued) | | | |
| Owens, Williamson Townships..... | | \$ 4,460.13 | \$ 4,460.13 |
| Pyne Township..... | | 4,319.57 | 4,319.57 |
| Pyne, Fox Townships..... | | 5,414.00 | 5,414.00 |
| Robb Township..... | | 2,535.55 | 2,535.55 |
| Shaw Township..... | | 1,371.65 | 1,371.65 |
| Way Township..... | 15,114.17 | 1,597.95 | 16,712.12 |
| Way, Lowther Townships..... | | 1,539.94 | 1,539.94 |
| | \$ 1,626,127.09 | \$ 1,636,746.36 | \$ 3,262,873.45 |
| SUDBURY:— | | | |
| Highway No. 17..... | \$ 219,937.08 | \$ 196,465.84 | \$ 416,402.92 |
| “ No. 68..... | 1,474.08 | 43,520.12 | 44,994.20 |
| “ No. 69..... | 85.65 | | 85.65 |
| Miscellaneous Surveys..... | 1,279.24 | | 1,279.24 |
| Development Roads:— | | | |
| Highway No. 17-Markstay..... | | 351.81 | 351.81 |
| Wanapitae-Wanup..... | | 4,850.77 | 4,850.77 |
| Highway No. 17-Falconbridge..... | 6.98 | 12,926.51 | 12,933.49 |
| Garson-Skead..... | | 14,808.32 | 14,808.32 |
| Hanmer-Bailey's Corner..... | | 10,775.43 | 10,775.43 |
| Sudbury-Capreol-Milnet..... | 53,417.52 | 56,717.26 | 110,134.78 |
| Sudbury-Frood Mine..... | | 2,146.51 | 2,146.51 |
| Sudbury-Levack-Benny..... | 456.66 | 94,487.20 | 94,943.86 |
| Highway No. 69-Long Lake..... | | 3,906.71 | 3,906.71 |
| Highway No. 17-Creighton Mine..... | | 4,597.20 | 4,597.20 |
| Whitefish-Penage..... | | 29,295.78 | 29,295.78 |
| Chapleau South..... | 362,414.94 | 82,738.00 | 445,152.94 |
| Missinabie-Renabie-Dulama Mines.. | 23,947.40 | 31.03 | 23,978.43 |
| Gowganda Road and Spurs..... | 5,984.49 | 17,411.93 | 23,396.42 |
| Balfour Township Road..... | 4,293.39 | | 4,293.39 |
| Chelmsford-Bleazard Valley Road..... | 9,530.52 | | 9,530.52 |
| Survey-Sudbury-French River..... | 501.27 | | 501.27 |
| Survey, Whitefish Falls..... | 29.53 | | 29.53 |
| Survey, Noelville-Rutter..... | 96.28 | | 96.28 |
| Unincorporated Township Roads:— | | | |
| Awrey Township..... | | 375.01 | 375.01 |
| Broder Township..... | | 6,456.03 | 6,456.03 |
| Burwash Township..... | | 1,732.26 | 1,732.26 |
| Capreol Township..... | | 1,635.59 | 1,635.59 |
| Cleland Township..... | | 1,742.65 | 1,742.65 |
| Creighton Township..... | | 1,374.84 | 1,374.84 |
| Curtin Township..... | | 1,204.65 | 1,204.65 |
| Dill Township..... | | 1,432.52 | 1,432.52 |
| Dryden Township..... | | 1,006.25 | 1,006.25 |
| Eden Township..... | 923.02 | | 923.02 |
| Ermatinger Township..... | | 983.79 | 983.79 |
| Fairbank Township..... | | 1,783.71 | 1,783.71 |
| Foleyet Township..... | | 4,557.46 | 4,557.46 |
| Foster Township..... | | 4,075.42 | 4,075.42 |
| Hawley Township..... | | 2,580.28 | 2,580.28 |
| Lorne Township..... | | 3,272.98 | 3,272.98 |
| Loughrin Township..... | | 1,787.70 | 1,787.70 |
| Louise Township..... | | 1,382.05 | 1,382.05 |
| MacLennan Township..... | | 137.01 | 137.01 |
| Merritt Township..... | | 4,361.84 | 4,361.84 |
| Moncrief, Ulster Townships..... | | 15.16 | 15.16 |
| Mongowin Township..... | | 375.00 | 375.00 |
| Morgan Township..... | | 2,167.91 | 2,167.91 |
| Secord Township..... | | 1,394.52 | 1,394.52 |
| Snider Township..... | | 802.19 | 802.19 |
| Trill Township..... | | 420.14 | 420.14 |
| Wisner Township..... | | 32.51 | 32.51 |
| | \$ 684,378.05 | \$ 622,119.89 | \$ 1,306,497.94 |

| District | Construction | Maintenance | Total |
|--|-----------------|---------------|-----------------|
| ALGOMA-MANITOULIN:— | | | |
| Highway No. 17..... | \$ 1,306,611.73 | \$ 442,510.57 | \$ 1,749,122.30 |
| “ No. 68..... | 14,722.05 | 67,993.00 | 82,715.05 |
| Development Roads:— | | | |
| Sable River Road..... | | 6,925.03 | 6,925.03 |
| Matinenda Road..... | | 2,593.07 | 2,593.07 |
| Lake Duborne Road..... | | 1,740.97 | 1,740.97 |
| Mississagi River Road..... | 229,865.91 | 64,575.24 | 294,441.15 |
| White River Road..... | | 11,804.27 | 11,804.27 |
| Wharnccliffe Road..... | 533,785.35 | 4,667.42 | 538,452.77 |
| Dunn's Valley Road..... | | 28,318.58 | 28,318.58 |
| St. Joseph's Island Belt Line..... | 241,607.90 | 38,362.70 | 279,970.60 |
| Gros Cap Road..... | 4,237.06 | 19,218.23 | 23,455.29 |
| Point Aux Pins Road..... | | 1,493.84 | 1,493.84 |
| Searchmont-Wabos Road..... | | 10,103.45 | 10,103.45 |
| Goulais Bay-White Birches Road..... | | 1,308.98 | 1,308.98 |
| Batchawana Village Road..... | | 2,962.53 | 2,962.53 |
| Michipicoten Area Roads..... | | 8,443.72 | 8,443.72 |
| Hawk Lake Road..... | | 118.25 | 118.25 |
| Groudeau-Lockalsh Road..... | | 212.07 | 212.07 |
| Little Current-South Baymouth..... | 62.87 | 68,531.92 | 68,594.79 |
| Providence Bay-Gore Bay..... | 1,501.65 | 23,173.70 | 24,675.35 |
| Little Current-Gore Bay..... | 88,152.36 | 127,180.20 | 215,332.56 |
| Gore Bay-Meldrum Bay..... | 7,739.06 | 26,562.73 | 34,301.79 |
| Gore Bay-Meldrum Bay Road to Barrie Island..... | | 973.58 | 973.58 |
| Intersection of Little Current- South Baymouth Road to West Bay and Mindemoya to South Baymouth-Gore Bay Road.. | | 38,393.56 | 38,393.56 |
| Missinabie-Renabie-Dulama Mines Road..... | 9,308.72 | 15.52 | 9,324.24 |
| Sylvan Valley Road..... | 16,229.52 | | 16,229.52 |
| Tehkummah Townships Roads..... | 2,886.22 | | 2,886.22 |
| Assiginack-Sheguiandah-Bidwell Road..... | 23,932.40 | | 23,932.40 |
| Survey, Aweres Township..... | 604.34 | | 604.34 |
| Survey, Highway No. 17- St. Joseph's Island..... | 22.68 | | 22.68 |
| Surveys, Algoma District Roads..... | 972.82 | | 972.82 |
| Unincorporated Township Roads:— | | | |
| Aberdeen Township..... | | 4,390.66 | 4,390.66 |
| Aweres Township..... | | 887.26 | 887.26 |
| Bright Township..... | | 6,378.10 | 6,378.10 |
| Campbell Township..... | | 5,454.59 | 5,454.59 |
| Cobden Township..... | | 10.73 | 10.73 |
| Dawson Township..... | | 739.07 | 739.07 |
| Fenwick Township..... | | 5,975.72 | 5,975.72 |
| Galbraith Township..... | | 2,775.67 | 2,775.67 |
| Gaudette Township..... | | 1,305.49 | 1,305.49 |
| Gladstone Township..... | | 159.85 | 159.85 |
| Goat Island Township..... | | 5.51 | 5.51 |
| Herrick Township..... | | 750.00 | 750.00 |
| Hodgins Township..... | | 1,375.12 | 1,375.12 |
| Houghton Township..... | | 132.34 | 132.34 |
| Kars Township..... | | 541.27 | 541.27 |
| Kehoe Township..... | | 105.00 | 105.00 |
| Kirkwood Township..... | | 29.62 | 29.62 |
| Lewis Township..... | | 9.79 | 9.79 |
| McMahon Township..... | | 3,684.89 | 3,684.89 |
| Merritt Township..... | | 50.82 | 50.82 |
| Mills Township..... | | 1,208.74 | 1,208.74 |
| Parkinson Township..... | | 20.99 | 20.99 |
| Patton Township..... | | 1,717.90 | 1,717.90 |
| Pennefeather Township..... | | 739.91 | 739.91 |
| Plummer Township..... | | 2,581.30 | 2,581.30 |
| Robinson Township..... | | 5,047.84 | 5,047.84 |

| District | Construction | Maintenance | Total |
|--|-----------------|-----------------|-----------------|
| ALGOMA-MANITOULIN:—(continued) | | | |
| Rose Township..... | | \$ 701.84 | \$ 701.84 |
| Ryan Township..... | | 321.92 | 321.92 |
| Salter Broken Front Township..... | | 652.18 | 652.18 |
| Scarfe Township..... | | 2.85 | 2.85 |
| Shakespeare Township..... | | 997.10 | 997.10 |
| Sheddon Township..... | | 3,469.12 | 3,469.12 |
| Shields Township..... | | 50.00 | 50.00 |
| Striker Township..... | | 274.74 | 274.74 |
| VanKoughnet Township..... | | 735.83 | 735.83 |
| Victoria Township..... | | 3,036.57 | 3,036.57 |
| Garden River Indian Reserve..... | | 560.21 | 560.21 |
| Goulais Indian Reserve..... | | 178.50 | 178.50 |
| Gros Cap Indian Reserve..... | | 149.94 | 149.94 |
| Manitoulin Unceded Indian Reserve..... | | 3,872.52 | 3,872.52 |
| Mississagi Indian Reserve..... | | 324.64 | 324.64 |
| Shesheganing Indian Reserve..... | | 493.36 | 493.36 |
| Spanish River Indian Reserve..... | 1,488.37 | 1,003.00 | 2,491.37 |
| Thessalon Indian Reserve..... | | 487.93 | 487.93 |
| Whitefish Indian Reserve..... | | 42.36 | 42.36 |
| Ranger Lake Road..... | | 11,668.12 | 11,668.12 |
| Shaw Road..... | | 1,129.22 | 1,129.22 |
| Wawa-Hawk Lake Road..... | 18,232.25 | | 18,232.25 |
| | \$ 2,501,963.26 | \$ 1,074,413.26 | \$ 3,576,376.52 |
| THUNDER BAY:— | | | |
| Highway No. 11..... | \$ 17,661.26 | \$ 287,177.52 | \$ 304,838.78 |
| “ No. 17..... | 92,657.25 | 426,625.98 | 519,283.23 |
| “ No. 17-A..... | 32.70 | | 32.70 |
| “ No. 61..... | 1,691.17 | 189,480.31 | 191,171.48 |
| Miscellaneous Survey..... | 1,734.58 | | 1,734.58 |
| Scoble-Gillies Road..... | 668.65 | | 668.65 |
| Marks Road..... | | 19,556.19 | 19,556.19 |
| Silver Mountain Road..... | | 44,874.15 | 44,874.15 |
| Devon Road..... | | 21,949.21 | 21,949.21 |
| Hymers-Scoble Road..... | 600.50 | 33,123.49 | 33,723.99 |
| Pearson-Pardee Road..... | | 33,207.31 | 33,207.31 |
| Oliver Road (West Section)..... | | 12,864.02 | 12,864.02 |
| Oliver Road (East Section)..... | 61,600.72 | 9,002.76 | 70,603.48 |
| Twin City Cross-Road..... | | 25,900.00 | 25,900.00 |
| Shebandowan Road..... | | 10,359.50 | 10,359.50 |
| Cameron Falls-Pine Portage..... | 6,886.69 | | 6,886.69 |
| Kenogamis Bridge-Hard Rock..... | | 658.80 | 658.80 |
| Beardmore-Leitch..... | | 1,389.14 | 1,389.14 |
| Hydro Road..... | | 11,379.29 | 11,379.29 |
| Silver Islet Road..... | | 14,850.60 | 14,850.60 |
| Dog Lake Road..... | | 25,048.43 | 25,048.43 |
| Hurkett Cut-Off..... | | 1,159.74 | 1,159.74 |
| Pardee Township, North and South..... | 14,555.83 | | 14,555.83 |
| Survey, Savant Lake-Pickle Crow..... | 2,178.02 | | 2,178.02 |
| Survey, Savant Lake-Rat Rapids..... | 16,972.73 | | 16,972.73 |
| Mining Roads:— | | | |
| Savant Lake-Dog Hole Bay..... | 110,429.44 | | 110,429.44 |
| Nezah-Sturgeon River Mine..... | 1,343.26 | | 1,343.26 |
| Unincorporated Township Roads:— | | | |
| Armstrong Township..... | | 1,230.93 | 1,230.93 |
| Blackwell Township..... | | 383.08 | 383.08 |
| Dawson Township..... | | 4,040.08 | 4,040.08 |
| Devon Township..... | | 6,240.12 | 6,240.12 |
| Dorion Township..... | | 6,599.38 | 6,599.38 |
| Forbes Township..... | | 8,123.18 | 8,123.18 |
| Fowler Township..... | | 2,258.27 | 2,258.27 |
| Goldie Township..... | | 1,488.47 | 1,488.47 |
| Gorham Township..... | | 14,420.27 | 14,420.27 |
| Jacques Township..... | | 3,125.84 | 3,125.84 |
| Ledger Township..... | | 168.75 | 168.75 |

| District | Construction | Maintenance | Total |
|--|---------------|-----------------|-----------------|
| THUNDER BAY:—(continued) | | | |
| Lybster Township..... | | \$ 5,752.98 | \$ 5,752.98 |
| Lyons Township..... | | 2,119.82 | 2,119.82 |
| Marks Township..... | | 2,900.63 | 2,900.63 |
| Nakina Township..... | | 7,349.55 | 7,349.55 |
| Oakes Township..... | | 100.00 | 100.00 |
| Pearson Township..... | | 8,152.23 | 8,152.23 |
| Scoble Township..... | | 8,097.53 | 8,097.53 |
| Sibley Township..... | | 2,706.03 | 2,706.03 |
| Stirling Township..... | | 5,579.18 | 5,579.18 |
| Strange Township..... | | 2,247.26 | 2,247.26 |
| Upsala Township..... | | 4,265.33 | 4,265.33 |
| Ware Township..... | | 11,389.72 | 11,389.72 |
| | \$ 329,012.80 | \$ 1,277,345.07 | \$ 1,606,357.87 |
| KENORA:— | | | |
| Highway No. 17..... | \$ 360,851.50 | \$ 343,980.42 | \$ 704,831.92 |
| “ No. 70..... | 35,610.52 | 333,470.85 | 369,081.37 |
| “ No. 72..... | 74.21 | 91,770.06 | 91,844.27 |
| “ No. 105..... | 121,877.05 | 130,460.63 | 252,337.68 |
| Miscellaneous Surveys..... | 2,001.90 | | 2,001.90 |
| Development Roads:— | | | |
| Dymont Road..... | | 505.57 | 505.57 |
| Rice Lake Loop..... | | 6,578.12 | 6,578.12 |
| Richan Road..... | | 3,283.48 | 3,283.48 |
| Eton-Rugby Road..... | | 6,663.18 | 6,663.18 |
| South Aubrey Road..... | | 17,984.63 | 17,984.63 |
| East Melick Road..... | .20 | 71,999.97 | 72,000.17 |
| Rabbit Lake Road..... | | 7,517.97 | 7,517.97 |
| Redditt Road..... | 122,840.20 | 15,846.66 | 138,686.86 |
| Lac Lu Loop Road..... | 470.02 | 32,633.45 | 33,103.47 |
| Clay Lake Road..... | 22,184.53 | 797.22 | 22,981.75 |
| Melick Township..... | 3,942.52 | | 3,942.52 |
| Survey, Savant Lake-Pickle Crow..... | 2,177.99 | | 2,177.99 |
| Survey, Savant Lake-Rat Rapids..... | 16,972.72 | | 16,972.72 |
| Mining Roads:— | | | |
| Madsen-Starratt-Olson Road..... | 29,753.26 | 8,000.00 | 37,753.26 |
| Macmarmac Red Lake Mines..... | | | |
| Cochenour-Willans Mines Road..... | 537.90 | | 537.90 |
| Unincorporated Township Roads:— | | | |
| Aubrey East Township..... | | 916.23 | 916.23 |
| Boys Township..... | | 419.55 | 419.55 |
| Bradshaw Township..... | | 495.75 | 495.75 |
| Britton Township..... | | 15,578.82 | 15,578.82 |
| Dome Township..... | | 2,265.47 | 2,265.47 |
| Drayton Township..... | | 26.17 | 26.17 |
| Drayton Reserve Township..... | | 519.67 | 519.67 |
| Eton Township..... | | 2,874.05 | 2,874.05 |
| Godson Township..... | | 786.90 | 786.90 |
| Kirkup Township..... | | 325.50 | 325.50 |
| MacNichol Township..... | | 736.36 | 736.36 |
| Melgund Township..... | | 3,692.23 | 3,692.23 |
| Mutrie Township..... | | 1,892.08 | 1,892.08 |
| Pellatt Township..... | | 12,382.78 | 12,382.78 |
| Phillips Township..... | | 127.68 | 127.68 |
| Redditt Township..... | | 1,315.37 | 1,315.37 |
| Rowell Township..... | | 9,274.61 | 9,274.61 |
| Rugby Township..... | | 2,899.82 | 2,899.82 |
| Smellie Township..... | | 130.69 | 130.69 |
| Southworth Township..... | | 3,166.13 | 3,166.13 |
| Vermilion Additional Township..... | | 2,423.61 | 2,423.61 |
| Wabigoon and Redvers Township..... | | 1,096.12 | 1,096.12 |
| Wainwright Township..... | | 4,454.81 | 4,454.81 |
| Zealand Township..... | | 6,411.97 | 6,411.97 |
| South of Jaffray Township (Unsurveyed)..... | | 230.38 | 230.38 |

| District | Construction | Maintenance | Total |
|--|-----------------|-----------------|-----------------|
| KENORA:—(continued) | | | |
| South of Melgund Township (Unsurveyed) | | \$ 1,735.47 | \$ 1,735.47 |
| South of Pellatt Township (Unsurveyed) | | 425.45 | 425.45 |
| South of Zealand Township (Unsurveyed) | | 352.20 | 352.20 |
| Vicinity of Perrault Falls | | 75.56 | 75.56 |
| | \$ 719,294.52 | \$ 1,148,523.64 | \$ 1,867,818.16 |
| RAINY RIVER:— | | | |
| Highway No. 70 | \$ 85,105.41 | \$ 21,824.90 | \$ 106,930.31 |
| “ No. 70-A | | 12,439.26 | 12,439.26 |
| “ No. 71 | 316,922.94 | 178,790.16 | 495,713.10 |
| Miscellaneous Surveys | 100.00 | | 100.00 |
| Connecting Link, Town of Fort Frances | | 372.21 | 372.21 |
| Development Roads:— | | | |
| Crozier Road | | 2,586.95 | 2,586.95 |
| Devlin Road | 62.55 | 11,049.45 | 11,112.00 |
| Clearwater Lake Road | | 5,449.12 | 5,449.12 |
| Stratton Road | 5.70 | 5,619.53 | 5,625.23 |
| Arbor Vitae Road | | 8,786.58 | 8,786.58 |
| Sleeman-Spohn-Deerlock Road | 90.43 | 9,725.04 | 9,815.47 |
| Sleeman Road from Spohn-Deerlock | 405.40 | 6,293.54 | 6,698.94 |
| Spohn-Deerlock Road from Rainy River to Sleeman Road | 3,000.20 | 10,888.07 | 13,888.27 |
| Spohn-Deerlock Road from Sleeman Road to Arbor Vitae Road | | 3,067.60 | 3,067.60 |
| Spohn-Deerlock Road from Black Hawk to Arbor Vitae Road | 158.40 | 6,034.53 | 6,192.93 |
| River Road | 100.00 | 16,414.16 | 16,514.16 |
| Kingsford Improvement District | 6,023.71 | | 6,023.71 |
| Survey, Dance Township | 110.04 | | 110.04 |
| Unincorporated Township Roads:— | | | |
| Dance Township | | 801.15 | 801.15 |
| Dewart Township | | 1,525.00 | 1,525.00 |
| Miscampbell Township | | 1,545.98 | 1,545.98 |
| Nelles Township | | 1,967.84 | 1,967.84 |
| Pratt Township | | 12.60 | 12.60 |
| Sifton Township | | 1,914.51 | 1,914.51 |
| Spohn Township | | 1,455.89 | 1,455.89 |
| Sutherland Township | | 934.85 | 934.85 |
| North-East of Potts Township (Unsurveyed) | | 548.00 | 548.00 |
| | \$ 412,084.78 | \$ 310,046.92 | \$ 722,131.70 |
| Stock (Materials, etc.)* | | \$ 924,569.12 | \$ 924,569.12 |
| Lands and Buildings | \$ 135,991.63 | 263,317.12 | 399,308.75 |
| Weigh Scales | 15,726.69 | 20,754.36 | 36,481.05 |
| Road Equipment, etc. | | 1,507,994.06 | 1,507,994.06 |
| Division Office Expense and General Engineering | 196,762.95 | 915,084.04 | 1,111,846.99 |
| Net General Expenses | 382,817.10 | 452,795.16 | 835,612.26 |
| | \$22,240,706.85 | \$26,676,318.95 | \$48,917,025.80 |

*Inventories, March 31st, 1949. \$2,695,037.29

Inventories, March 31st, 1948. 1,770,468.17

Increase \$ 924,569.12

APPENDIX No. 2
DEPARTMENT EXPENDITURE BY ROADS, ETC.
April 1st, 1948 to March 31st, 1949

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|---|---------|---------------|----------------|----------------|
| 2 | Windsor-Quebec Boundary.... | 542.2 | \$ 238,558.68 | \$1,528,967.18 | \$1,767,525.86 |
| 2A | Highland Creek-Oshawa..... | 17.7 | 494,545.43 | 100,093.64 | 594,639.07 |
| 2B | Highway No. 2, Howard Avenue-Highway No. 3, Dougall Avenue..... | 5.89 | ..... | 677.67 | 677.67 |
| 2S | Gananoque-Junction Highway No. 2..... | 25.6 | 150,726.62 | 42,695.82 | 193,422.44 |
| 3 | Windsor-Fort Erie..... | 260. | 42,003.56 | 291,454.18 | 333,457.74 |
| 3A | Chambers Corners-Niagara Falls..... | 24.8 | 4,124.71 | 16,334.87 | 20,459.58 |
| 3B | Junction Highway No. 3-Windsor..... | 6. | ..... | 4,297.33 | 4,297.33 |
| 3C | Ridgeway-Fort Erie..... | 7.5 | ..... | 9,931.71 | 9,931.71 |
| 4 | Port Stanley-Flesherton..... | 155.5 | 243,997.82 | 427,103.31 | 671,101.13 |
| 5 | Toronto-Paris (Via Dundas St.)..... | 65.6 | 440,335.57 | 131,103.36 | 571,438.93 |
| 5A | Toronto-Highway No. 2 (Via Danforth Ave.)..... | 8.4 | 238,908.15 | 21,696.83 | 260,604.98 |
| 6 | Port Dover-Tobermory..... | 225.1 | 363,863.07 | 399,458.92 | 763,321.99 |
| 7 | Sarnia-Ottawa..... | 461.6 | 633,141.15 | 855,710.42 | 1,488,851.57 |
| 7A | Manchester-Peterborough..... | 42. | 506.31 | 112,854.20 | 113,360.51 |
| 8 | Niagara Falls-Goderich..... | 155.7 | 39,494.89 | 258,070.26 | 297,565.15 |
| 8A | St. Davids-Queenston..... | 2.6 | ..... | 3,099.20 | 3,099.20 |
| 9 | Schomberg-Kincardine..... | 112.8 | 17,361.80 | 466,032.81 | 483,394.61 |
| 10 | Port Credit-Owen Sound..... | 105. | 2,510.83 | 191,464.63 | 193,975.46 |
| 11 | Toronto-Hearst-Geraldton-Nipigon..... | 868.7 | 2,422,448.20 | 2,122,378.59 | 4,544,826.79 |
| 11A | Toronto-Highway No. 11 (Via Avenue Rd.)..... | 8.3 | ..... | 697.54 | 697.54 |
| 12 | Whitby-Midland and Penetang..... | 99.1 | 16,066.24 | 192,976.42 | 209,042.66 |
| 14 | Pictou-Marmora..... | 51.4 | 73,250.60 | 77,312.84 | 150,563.44 |
| 15 | Ottawa-Kingston..... | 131. | 762,441.59 | 338,121.54 | 1,100,563.13 |
| 16 | Ottawa-Johnston Corners..... | 58.9 | 1,563.48 | 79,262.80 | 80,826.28 |
| 17 | Quebec Boundary-Montreal River and Terrace Bay-Manitoba Boundary..... | 1,145.7 | 2,821,062.41 | 3,170,772.87 | 5,991,835.28 |
| 17A | Port Arthur-Highway No. 17..... | 21. | 32.70 | ..... | 32.70 |
| 18 | Leamington-Windsor..... | 49. | 6,698.53 | 55,966.93 | 62,665.46 |
| 18A | Kingsville-Highway No. 18..... | 20. | 18,074.18 | 67,597.23 | 85,671.41 |
| 18B | Ruthven-Highway No. 18..... | 1. | ..... | 646.01 | 646.01 |
| 19 | Port Burwell-Tralee..... | 92.2 | 5,620.60 | 113,886.73 | 119,507.33 |
| 20 | Niagara Falls-Burlington..... | 53.3 | Cr. 22,271.57 | 90,317.72 | 68,046.15 |
| 20A | Junction Highway No. 20-Hamilton Limits..... | 1.36 | ..... | 1,045.70 | 1,045.70 |
| 21 | Morpeth-Owen Sound..... | 207. | 384,445.10 | 331,908.71 | 716,353.81 |
| 22 | London-Sarnia..... | 61.5 | 7,969.68 | 40,482.18 | 48,451.86 |
| 23 | London-Arthur..... | 86.3 | 137,551.77 | 292,538.40 | 430,090.17 |
| 24 | Port Dover-Collingwood..... | 143.4 | 1,011,156.31 | 192,876.53 | 1,204,032.84 |
| 24A | Paris-Galt..... | 13.1 | ..... | 23,562.84 | 23,562.84 |
| 25 | Junction Queen Elizabeth Way-Acton..... | 27.3 | 21,481.35 | 31,187.60 | 52,668.95 |
| 26 | Barrie-Owen Sound..... | 74.6 | 49,800.57 | 118,761.74 | 168,562.31 |
| 27 | Long Branch-Penetang-Midland..... | 91.8 | 79,853.43 | 260,564.51 | 340,417.94 |
| 28 | Port Hope-Bancroft..... | 95.9 | 15,951.64 | 216,960.80 | 232,912.44 |
| 29 | Brockville-Arnprior..... | 76.4 | 397,256.39 | 74,459.15 | 471,715.54 |
| 30 | Brighton-Havelock..... | 32. | 4,875.79 | 46,760.22 | 51,636.01 |
| 31 | Morrisburg-Ottawa..... | 48.4 | 3,282.34 | 92,065.58 | 95,347.92 |
| 32 | Gananoque-Smiths Falls..... | 47.9 | ..... | 12,820.53 | 12,820.53 |

APPENDIX No. 2
DEPARTMENT EXPENDITURE BY ROADS, ETC.
April 1st, 1948 to March 31st, 1949

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|--|---------|--------------|---------------|---------------|
| 33 | Trenton-Marmora-Kingston.. | 101.3 | \$ 18,550.72 | \$ 122,992.90 | \$ 141,543.62 |
| 34 | Lancaster-Hawkesbury..... | 38.1 | 475.95 | 36,591.82 | 37,067.77 |
| 35 | Newcastle-Huntsville..... | 144.2 | 311,436.77 | 180,746.67 | 492,183.44 |
| 36 | Lindsay-Burleigh Falls..... | 47.5 | 237.38 | 61,327.69 | 61,565.07 |
| 37 | Belleville-Actinolite..... | 29.3 | 183,286.73 | 54,513.25 | 237,799.98 |
| 38 | Kingston-Sharbot Lake..... | 47.1 | 699.50 | 91,464.79 | 92,164.29 |
| 39 | Windsor-Belle River..... | 21.5 | 2,579.05 | 8,416.29 | 10,995.34 |
| 40 | Sarnia-Chatham..... | 50.1 | 9,614.53 | 37,746.47 | 47,361.00 |
| 41 | Picton-Golden Lake..... | 140.6 | 292,107.84 | 461,263.61 | 753,371.45 |
| 42 | Brockville-Westport..... | 43. | ..... | 40,374.68 | 40,374.68 |
| 43 | Alexandria-Winchester..... | 40.4 | 12,175.00 | 72,381.21 | 84,556.21 |
| 44 | Almonte-Carp..... | 14. | ..... | 14,778.56 | 14,778.56 |
| 45 | Cobourg-Norwood..... | 33. | 184,489.37 | 38,106.36 | 222,595.73 |
| 46 | Highway No. 7-Coboconk (Via Kirkfield)..... | 34. | 58,511.36 | 42,438.28 | 100,949.64 |
| 47 | Highway No. 12-Stouffville.. | 19. | 50,133.85 | 39,582.23 | 89,716.08 |
| 48 | Port Bolster-Beaverton..... | 6. | 248.93 | 7,351.79 | 7,600.72 |
| 49 | Kleinburg-Junction Highway No. 50..... | 3.5 | ..... | 3,987.62 | 3,987.62 |
| 50 | Highway No. 7-Highway No. 9 (Via Bolton)..... | 18. | 192,330.33 | 28,176.50 | 220,506.83 |
| 51 | Highway No. 24-Caledon (Highway No. 10)..... | 2.5 | 84.59 | 5,537.08 | 5,621.67 |
| 52 | Wentworth County Line- Highway No. 2..... | 18.5 | 1,903.13 | 15,739.40 | 17,642.53 |
| 53 | Woodstock-Highway No. 20 (Via Brantford)..... | 53.7 | 262.35 | 43,156.35 | 43,418.70 |
| 54 | Cainsville-Cayuga..... | 27. | 996.82 | 64,627.01 | 65,623.83 |
| 55 | Highway No. 53-Hamilton... | 4. | 682.85 | 3,470.48 | 4,153.33 |
| 56 | Junction Highways No. 53 and 20-Canfield..... | 15.5 | 52.75 | 56,571.90 | 56,624.65 |
| 57 | Bismark-Highway No. 3A.... | 9. | 186,931.11 | 7,575.72 | 194,506.83 |
| 58 | St. Catharines-Port Colborne. | 24. | 5,335.77 | 21,848.77 | 27,184.54 |
| 59 | Woodstock-Delhi..... | 26.5 | 364,675.15 | 27,894.32 | 392,569.47 |
| 60 | Huntsville-Golden Lake..... | 123.2 | 42,175.89 | 334,789.86 | 376,965.75 |
| 61 | Fort William-United States Boundary..... | 40. | 1,691.17 | 189,480.31 | 191,171.48 |
| 62 | Madoc-Pembroke..... | 92.2 | 204,682.73 | 264,581.90 | 469,264.63 |
| 63 | North Bay-Timiskaming..... | 41. | 33,083.76 | 120,557.25 | 153,641.01 |
| 64 | Sturgeon Falls-Martin River.. | 34.6 | 6,744.67 | 76,365.08 | 83,109.75 |
| 65 | New Liskeard-Matachewan... | 66.7 | 30,944.71 | 94,478.79 | 125,423.50 |
| 66 | Swastika-Quebec Boundary... | 33.7 | 72,422.94 | 78,710.76 | 151,133.70 |
| 67 | Iroquois Falls-Timmins..... | 43.6 | 44,091.33 | 121,096.05 | 165,187.38 |
| 68 | McKerrow-Little Current.... | 38. | 16,196.13 | 111,513.12 | 127,709.25 |
| 69 | Atherley-Britt and Burwash-Sudbury..... | 135.4 | 4,997.27 | 148,736.30 | 153,733.57 |
| 70 | Kenora-Fort Frances..... | 141.5 | 120,715.93 | 355,295.75 | 476,011.68 |
| 70A | Barwick-Junction of Highway No. 70..... | 14. | ..... | 12,439.26 | 12,439.26 |
| 71 | Fort Frances-Rainy River.... | 60. | 316,922.94 | 178,790.16 | 495,713.10 |
| 72 | Dinorwic-Sioux Lookout and Hudson..... | 48. | 74.21 | 91,770.06 | 91,844.27 |
| 73 | Port Bruce-Dorchester Road.. | 23. | 36,814.31 | 38,474.03 | 75,288.34 |
| 74 | New Sarum-Nilestown..... | 14. | 54,844.20 | 17,373.89 | 72,218.09 |
| 75 | Wallacetown-Dutton..... | 2.5 | ..... | 4,497.10 | 4,497.10 |
| 76 | Eagle-West Lorne..... | 3.5 | ..... | 3,085.28 | 3,085.28 |
| 77 | Aldborough-Rodney..... | 4. | ..... | 8,222.87 | 8,222.87 |
| 78 | Wallaceburgh-Dresden..... | 10.5 | 5,093.14 | 7,599.02 | 12,692.16 |
| 79 | Highway No. 2-Highway No. 7 Watford..... | 28.9 | 126,615.87 | 66,666.71 | 193,282.58 |

APPENDIX No. 2
DEPARTMENT EXPENDITURE BY ROADS, ETC.
April 1st, 1948 to March 31st, 1949

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|---|---------|--------------|--------------|--------------|
| 80 | Highway No. 2-Alvinston (Via Glencoe)..... | 13. | \$..... | \$ 38,669.35 | \$ 38,669.35 |
| 81 | Delaware-Grand Bend..... | 44. | 339,722.60 | 67,530.14 | 407,252.74 |
| 82 | Highway No. 7-Port Franks.. | 7. | 429.42 | 5,853.33 | 6,282.75 |
| 83 | Highway No. 21-Highway No. 23 (Via Dashwood).... | 24. | 229,829.25 | 37,370.63 | 267,199.88 |
| 84 | St. Joseph-Hensall (Via Zurich)..... | 10.5 | 244.22 | 28,054.68 | 28,298.90 |
| 85 | Kitchener-Elmira..... | 12. | 13,737.93 | 9,920.88 | 23,658.81 |
| 86 | Amberley-Highway No. 7 | 79. | 176,006.24 | 154,872.32 | 330,878.56 |
| 87 | Bluevale-Harriston..... | 19.5 | 142,668.96 | 39,239.35 | 181,908.31 |
| 88 | Bond Head-Bradford..... | 6. | 17.66 | 16,465.93 | 16,483.59 |
| 89 | Primrose-Cookstown..... | 23.5 | 369,830.96 | 55,029.17 | 424,860.13 |
| 90 | Angus-Allandale..... | 11. | 3.74 | 11,982.27 | 11,986.01 |
| 91 | Duntroon-Stayner..... | 5.2 | 11.99 | 11,216.68 | 11,228.67 |
| 92 | Elmvale-Wasaga Beach..... | 9. | ..... | 14,100.82 | 14,100.82 |
| 93 | Crown Hill-Waverley..... | 17.5 | 632.50 | 31,895.28 | 32,527.78 |
| 94 | Callander-Highway No. 17... | 6.5 | ..... | 11,094.67 | 11,094.67 |
| 95 | Wolfe Island North and South Road..... | 7. | 239.37 | 22,021.16 | 22,260.53 |
| 96 | Wolfe Island East and West Road..... | 20. | ..... | 48,303.89 | 48,303.89 |
| 97 | Hickson-Freelton..... | 44.5 | 1,128.86 | 62,319.11 | 63,447.97 |
| 98 | Windsor-Blenheim..... | 58.7 | 28,073.24 | 50,633.52 | 78,706.76 |
| 98A | Six Corners Highway No. 98- Maidstone Highway No. 3. | 1.1 | ..... | 859.36 | 859.36 |
| 99 | Dundas-Junction of High- ways No. 5 and No. 24.... | 16.5 | ..... | 25,372.60 | 25,372.60 |
| 100 | Thamesford-Highway No. 7.. | 16. | 16,950.90 | 31,988.72 | 48,939.62 |
| 101 | Highway No. 67-Garrison Creek..... | 57. | 133,717.41 | 51,966.76 | 185,684.17 |
| 102 | Junction Highway No. 2- Dundas..... | 2.2 | ..... | 4,804.13 | 4,804.13 |
| 103 | Waubashene-Port Severn... | 6.4 | 989.62 | 10,842.59 | 11,832.21 |
| 104 | Highway No. 9-Grand Valley..... | 1.76 | ..... | 2,733.66 | 2,733.66 |
| 105 | Highway No. 17-Red Lake... 111.9 | 111.9 | 121,877.05 | 130,460.63 | 252,337.68 |
| | Queen Elizabeth Way..... 97.3 | 97.3 | 249,654.58 | 918,349.89 | 1,168,004.47 |
| | Toronto Barrie Highway..... | ..... | 680,436.34 | 18,637.05 | 699,073.39 |
| | Toronto By-Pass | ..... | ..... | ..... | ..... |
| | Scarborough Township..... | ..... | 2,819.60 | ..... | 2,819.60 |
| | Toronto By-Pass York North Township..... | ..... | 43,689.68 | ..... | 43,689.68 |
| | Barrie By-Pass..... | ..... | 1,766.83 | ..... | 1,766.83 |
| | North Bay By-Pass..... | ..... | 581.76 | ..... | 581.76 |
| | Old Queen Street..... | ..... | 114.05 | 41,577.87 | 41,691.92 |
| | Fort Henry Restoration..... | ..... | 78,842.97 | ..... | 78,842.97 |
| | St. Thomas East Entrance..... | ..... | ..... | 2,586.62 | 2,586.62 |
| | Prescott Cut-Off..... | ..... | 109,604.52 | ..... | 109,604.52 |
| | Pelee Island..... | ..... | ..... | 9,214.31 | 9,214.31 |
| | Proposed Four-Lane High- way North of Kingston.... | ..... | 607.22 | ..... | 607.22 |
| | Proposed Controlled Access Highway, Leeds and Grenville Counties..... | ..... | 176.55 | ..... | 176.55 |
| | Survey, Controlled Access Highway, Lambton County..... | ..... | 14.49 | ..... | 14.49 |
| | Survey, Queen Elizabeth Way-Highway No. 27..... | ..... | 1,309.51 | ..... | 1,309.51 |
| | Survey, Toronto North-West Entrance..... | ..... | 1,912.33 | ..... | 1,912.33 |

APPENDIX No. 2
DEPARTMENT EXPENDITURE BY ROADS, ETC.
April 1st, 1948 to March 31st, 1949

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------------------------|--|---------|-----------------|-----------------|-----------------|
| | Survey, Eglinton Avenue East | | \$ 2,719.72 | \$..... | \$ 2,719.72 |
| | Survey, Dawes Road-Highway No. 2 | | 1,809.25 | ..... | 1,809.25 |
| | Survey, Bridge Crossing | | | | |
| | Petawawa River | | 34.12 | ..... | 34.12 |
| | Miscellaneous Surveys | | 10,457.77 | ..... | 10,457.77 |
| | Sidewalk Construction, Chrysler | | 207.31 | ..... | 207.31 |
| | Sidewalk Construction, Corbyville | | 720.69 | ..... | 720.69 |
| | Sidewalk Construction, Lemieux | | 449.60 | ..... | 449.60 |
| | Sidewalk Construction, Osgoode | | 213.30 | ..... | 213.30 |
| | Sidewalk Construction, Tamworth | | 251.51 | ..... | 251.51 |
| | Sidewalk Construction, Anson, Hinden, Minden Townships | | 1,058.03 | ..... | 1,058.03 |
| TOTAL KING'S HIGHWAYS, ETC... | | | \$16,890,166.60 | \$18,786,130.72 | \$35,676,297.32 |
| | Total Connecting Links | | 22,547.59 | 74,302.70 | 96,850.29 |
| | Total Development Roads | | 3,103,028.24 | 3,082,522.92 | 6,185,551.16 |
| | Total Development Roads Part IVB (H.I.A.) | | 1,442,056.34 | 37,622.37 | 1,479,678.71 |
| | Total Unincorporated Townships | | 51,609.71 | 611,226.38 | 662,836.09 |
| | Stock-(Materials, Etc.)* | | | 924,569.12 | 924,569.12 |
| | Lands and Buildings | | 135,991.63 | 263,317.12 | 399,308.75 |
| | Weigh Scales | | 15,726.69 | 20,754.36 | 36,481.05 |
| | Road Equipment, Etc. | | | 1,507,994.06 | 1,507,994.06 |
| | Division Office Expenses and General Engineering | | 196,762.95 | 915,084.04 | 1,111,846.99 |
| | Net General | | 382,817.10 | 452,795.16 | 835,612.26 |
| | | | \$22,240,706.85 | \$26,676,318.95 | \$48,917,025.80 |

*Inventories March 31st, 1949..... \$2,695,037.29

Inventories March 31st, 1948..... 1,770,468.17

Increase..... \$924,569.12

APPENDIX No. 3

SCHEDULE OF ASSUMPTIONS AND REVERSIONS OF SECTIONS OF THE KING'S
HIGHWAY SYSTEM FOR THE FISCAL YEAR ENDING MARCH 31st, 1949.

Assumptions

| DISTRICT OR COUNTY | LOCATION OF ROAD | DATE ASSUMED | MILES |
|-----------------------|------------------------------------|-----------------|--------|
| Carleton..... | Eastview Town..... | Dec. 22, 1948 | 0.35 |
| Lanark..... | Carleton Place Town | | |
| | Beckwith and Ramsay Townships..... | Aug. 11, 1948 | 1.80 |
| Perth..... | Fullarton Township..... | Jan. 26, 1949 | 0.03 |
| Waterloo..... | Kitchener Easterly..... | Dec. 15, 1948 | (Dual) |

Assumed by Land Plan

| | | |
|----------------|----------------------------------|------|
| Grey..... | Bentinck Township..... | 0.90 |
| Haldimand..... | Seneca Township..... | 0.30 |
| Huron..... | Turnberry Township..... | 0.70 |
| Oxford..... | North Norwich Township..... | 0.70 |
| Oxford..... | South Norwich Township..... | 0.19 |
| Perth..... | N. and S. Easthope Township..... | 0.16 |
| Prescott..... | Longueuil Township..... | 1.35 |
| Simcoe..... | Tay Township..... | 2.40 |
| Nipissing..... | Caldwell Township..... | 3.40 |
| Sudbury..... | Awrey Township..... | 4.30 |
| Sudbury..... | Awrey and Dryden Townships..... | 0.70 |
| Sudbury..... | Dryden..... | 2.30 |

19.58

Reversions

| | | | |
|-------------------|----------------------------------|---------------|------|
| Grey..... | Bentinck Township..... | June 1, 1948 | 0.78 |
| Haldimand..... | Seneca Township..... | Sept. 1, 1948 | 0.38 |
| Huron..... | Turnberry Township..... | June 1, 1948 | 1.00 |
| Oxford..... | North Norwich Township..... | June 1, 1948 | 0.95 |
| Oxford..... | South Norwich Township..... | Sept. 1, 1948 | 0.21 |
| Perth..... | N. and S. Easthope Township..... | Mar. 21, 1949 | 0.18 |
| Peterborough..... | Peterborough City..... | June 1, 1948 | 0.12 |
| Prescott..... | Longueuil Township..... | June 1, 1948 | 1.70 |
| Simcoe..... | Tay Township..... | June 1, 1948 | 2.60 |
| Nipissing..... | Caldwell Township..... | June 1, 1948 | 3.60 |
| Sudbury..... | Awrey Township..... | June 1, 1948 | 4.90 |
| Sudbury..... | Awrey and Dryden Townships..... | June 1, 1948 | 0.75 |
| Sudbury..... | Dryden Township..... | June 1, 1948 | 3.05 |

20.22

APPENDIX
BRIDGES COMPLETED

| Name | Type | Span | Road |
|--|---|--|---|
| Aguasabon River..... | Steel Beam..... | 60'-80'-60'..... | Schreiber-White River Highway 17..... |
| Ausable River..... | Concrete Rigid Frame..... | 2 @ 43'-6"..... | Exeter-Dashwood, Hwy. 83 |
| Baltimore Creek..... | Concrete Rigid Frame..... | 30'..... | Cobourg-Norwood, Hwy. 45 |
| Black River..... | Concrete Rigid Frame..... | 60'..... | Exeter-Dashwood, Hwy. 83 |
| Boyne River..... | Concrete Rigid Frame..... | 30'..... | Shelburne-Collingwood Highway 24..... |
| Boyd Creek..... | Concrete Arch..... | 24'..... | 6 Miles E. of Amherley Highway 86..... |
| Calder Township..... | Timber Pile Bent..... | 2 @ 15'..... | Sault Ste. Marie-Montreal River, Hwy. 17..... |
| Carp River..... | Bailey Bridge..... | 110'..... | Napanee-Kingston, Hwy. 2 |
| Clute Township..... | Timber Pile Bent..... | 4 @ 15'..... | North Bay-Warren, Hwy. 17..... |
| Collins Creek Extension..... | Concrete Rigid Frame..... | 28'..... | Hearst-Cochrane, Hwy. 11 |
| Deer Creek..... | Concrete Box Culvert..... | 2 @ 20'..... | Hearst-Cochrane, Hwy. 11 |
| Devitt Township..... | Timber Pile Bent..... | 1 @ 15', 2 @ 7'-6"..... | Hearst-Cochrane, Hwy. 11 |
| Devitt Township..... | Timber Pile Bent..... | 3 @ 13'..... | Hearst-Cochrane, Hwy. 11 |
| Devitt Township..... | Timber Pile Bent..... | 4 @ 15'..... | Hearst-Cochrane, Hwy. 11 |
| Devonshire Creek..... | Timber Pile Bent..... | 2 @ 14'..... | Cochrane-Porquis Jct. Hwy. 11..... |
| Fournier Township..... | Timber Pile Bent..... | 2 @ 14'..... | Cochrane-Smooth Rock Falls, Highway 11..... |
| Fournier Township..... | Timber Pile Bent..... | 2 @ 14'..... | Cochrane-Smooth Rock Falls, Highway 11..... |
| Grand Bend..... | Concrete Arch..... | 24'..... | Parkhill-Grand Bend, Highway 81..... |
| Hanna Township..... | Timber Pile Bent..... | 4 @ 15'..... | Cochrane-Porquis Jct. Highway 11..... |
| Kashi Creek..... | Concrete Box Culvert..... | 2 @ 16'..... | Severn Bridge-Gravenhurst Highway 11..... |
| Kennedy Twp. (Sucker Ck.)... | Timber Pile Bent..... | 7 @ 15'..... | Hearst-Coppell..... |
| Mattawishkwia River..... | Steel Beams on Creos. Pile Piers..... | 4 @ 60', 1 @ 30'..... 2 @ 15'..... | Cochrane-Hearst, Hwy. 11 |
| Mattice Bridge..... (Missinaibi River)..... | Steel Beams on Steel "H" Piles..... | 14 @ 60', 1 @ 20'..... 2 @ 15'..... | Cochrane-Hearst, Hwy. 11 |
| McCrea Township..... | Timber Pile Bent..... | 3 @ 15'..... | Cochrane-Hearst, Hwy. 11 |
| McCrea Township..... | Timber Pile Bent..... | 4 @ 15'..... | Cochrane-Hearst, Hwy. 11 |
| Montreal River..... | Bailey Bridge..... | 60'..... | Sault Ste. Marie-Montreal River, Highway 17..... |
| Moonbeam Bridge..... (Graveyard Creek)..... | Timber Pile Bent..... | 4 @ 15'..... | Cochrane-Kapusking Highway 11..... |
| Hoyle Bridge..... (Porcupine River)..... | Concrete Rigid Frame..... | 2 @ 60'..... | Porquis Jct.-Timmins, Highway 67..... |
| Pyne Township..... | Timber Pile Bent..... | 3 @ 15'..... | Fort William-English River Highway 17..... |
| Savanne River..... | Steel Beams on Timber Pile Bents..... | 7 @ 20'..... | Schreiber-White River Highway 17..... |
| Schreiber Overhead..... | Steel Beams..... | 51'-66'-51'..... | Shebandowan Road..... |
| Shabagua Bridge..... (Oskondago River)..... | Creos. Timber Truss..... | 60'-20'..... | Organized Township Rd... |
| Ships Bridge..... (Wabi River)..... | Steel Beams on..... Timber Pile Bents..... | 1 @ 40, 4 @ 28'..... | Scoble Rd.-Pearson..... |
| Slate River..... | Creosoted Pile Trestle..... | 5 @ 12'..... | Hearst-Longlac, Hwy. 11 |
| Studholme Township..... | Timber Pile..... | 2 @ 15'..... | Severn Falls-Big Chute... |
| Tea Lake Bridge..... | Timber Truss..... | 26'..... | Toronto-Hamilton, Hwy. 5 |
| Tansley Bridge..... (Bronte Ck.)..... | Steel Deck Truss (Arched)... | 150'-200'-200'-150'... | |
| Terrace Bay Overhead..... | Steel Beam..... | 52'-66'-52'..... | Schreiber-White River Highway 17..... |
| Val Albert Bridge..... (Moonshine Ck.)..... | Timber Pile Bent..... | 4 @ 15'..... | Cochrane-Kapusking Highway 11..... |
| Wyburn Bridge..... (Mattawishkwia River)..... | Bailey Bridge..... | 1 @ 120', 2 @ 50'... | |

No. 4

DURING 1948

| Township | Lot | Con. | County or District | Div. No. |
|--------------------------------|----------|------------------|---------------------|-------------|
| 83..... | ..... | ..... | Thunder Bay..... | 19 |
| Stephen & Hay Boundary..... | 3..... | 11..... | Huron..... | 3 |
| Hamilton..... | 1-2..... | IV..... | Northumberland..... | 7 |
| Stephen & Hay Bdry..... | 2..... | VI..... | Huron..... | 3 |
| Melancthon..... | 4..... | II..... | Dufferin..... | 5 |
| Huron & Ashfield..... | 14..... | XIV..... | Huron & Bruce..... | 3 |
| Calder..... | 3..... | II..... | Cochrane..... | 16 |
| Fisher..... | C..... | Sec. 8..... | Algoma..... | 18 |
| Clute..... | 28..... | VI..... | Cochrane..... | 16 |
| Kingston..... | 2..... | III..... | Frontenac..... | 8 |
| Kirkpatrick..... | ..... | ..... | Nipissing..... | 13 |
| Devitt..... | 22..... | VII..... | Cochrane..... | 16 |
| Devitt..... | 4..... | IV..... | Cochrane..... | 16 |
| Devitt..... | 26..... | VIII..... | Cochrane..... | 16 |
| Newmarket..... | ..... | ..... | Cochrane..... | 16 |
| Fournier..... | 10..... | VI..... | Cochrane..... | 16 |
| Fournier..... | 9..... | VI..... | Cochrane..... | 16 |
| Stephen..... | 1..... | L.R.E..... | Huron..... | 1 |
| Hanna..... | ..... | ..... | Cochrane..... | 16 |
| Morrison..... | 16..... | Range W..... | Muskoka..... | 11 |
| Kennedy..... | 17..... | II-III..... | Cochrane..... | 16 |
| Kendall..... | 27..... | X..... | Cochrane..... | 16 |
| Eilber..... | 27..... | IV..... | Cochrane..... | 16 |
| McCrea..... | 27..... | XII..... | Cochrane..... | 16 |
| McCrea..... | 11..... | IX..... | Cochrane..... | 16 |
| 29..... | ..... | Range XV..... | Algoma..... | 18 |
| Fauquier..... | 15..... | III..... | Cochrane..... | 16 |
| Matheson..... | 11..... | I..... | Cochrane..... | 14 |
| Pyne..... | 4-5..... | IV..... | Cochrane..... | 16 |
| Savanne..... | ..... | ..... | Thunder Bay..... | 19 |
| 84..... | ..... | ..... | Thunder Bay..... | 19 |
| Dawson Rd..... | 80..... | A-B..... | Thunder Bay..... | 19 |
| Lots..... | ..... | ..... | ..... | ..... |
| Kerns..... | 3..... | IV-V..... | Timiskaming..... | 14 |
| Scoble..... | 6..... | I..... | Thunder Bay..... | 19 |
| Studholme..... | 19..... | III..... | Cochrane..... | 16 |
| Mathehdash..... | 27..... | IV..... | Simcoe..... | 6 |
| Nelson..... | 3..... | I..... | Halton..... | 4 |
| 83..... | ..... | ..... | Sudbury..... | 19 |
| O'Brien..... | 20..... | VIII..... | Cochrane..... | 16 |
| Way..... | 6-7..... | X..... | Cochrane..... | 16 |

APPENDIX No. 5

GROWTH OF COUNTY ROAD EXPENDITURE AND PROVINCIAL GRANTS

| Year Work was Done | Number of Counties | Approved Expenditure | Government Grants |
|---------------------|-----------------------|-------------------------|----------------------|
| 1903..... | 4 | \$ 166,149.06 | \$ 55,383.02 |
| 1904..... | 7 | 291,085.42 | 97,028.48 |
| 1905..... | 6 | 179,593.62 | 59,864.53 |
| 1906..... | 8 | 247,102.37 | 82,367.45 |
| 1907..... | 14 | 383,518.86 | 127,839.62 |
| 1908..... | 15 | 429,393.57 | 143,131.16 |
| 1909..... | 16 | 440,374.08 | 146,791.36 |
| 1910..... | 17 | 553,312.61 | 184,437.54 |
| 1911..... | 19 | 712,072.52 | 237,357.50 |
| 1912..... | 20 | 898,631.18 | 299,543.69 |
| 1913..... | 20 | 847,684.15 | 282,561.35 |
| 1914..... | 20 | 785,521.93 | 261,840.61 |
| 1915..... | 20 | 811,540.05 | 270,513.34 |
| 1916..... | 21 | 955,447.19 | 327,663.76 |
| 1917..... | 30 | 1,388,341.87 | 483,621.32 |
| 1918..... | 36 | 2,226,899.70 | 815,440.01 |
| 1919..... | 37 | 5,714,937.19 | 2,623,719.24 |
| 1920..... | 37 | 7,956,863.72 | 3,626,418.08 |
| 1921..... | 37 | 11,078,288.39 | 5,119,882.26 |
| 1922..... | 37 | 9,162,491.79 | 4,258,339.83 |
| 1923..... | 37 | 7,403,509.96 | 3,418,523.07 |
| 1924..... | 37 | 6,861,451.62 | 3,214,321.50 |
| 1925..... | 37 | 6,608,431.04 | 3,222,678.10 |
| 1926..... | 37 | 5,838,445.12 | 2,913,660.96 |
| 1927..... | 37 | 7,424,464.85 | 3,706,719.88 |
| 1928..... | 37 | 8,784,420.42 | 4,360,222.86 |
| 1929..... | 37 | 9,212,758.04 | 4,591,110.16 |
| 1930..... | 37 | 8,929,424.27 | 4,463,527.11 |
| 1931..... | 37 | 7,265,350.65 | 3,625,860.66 |
| 1932..... | 37 | 4,214,410.70 | 2,106,457.18 |
| 1933..... | 37 | 3,058,622.91 | 1,529,228.37 |
| 1934..... | 37 | 3,391,768.96 | 1,695,291.35 |
| 1935..... | 37 | 3,107,215.32 | 1,553,273.39 |
| 1936..... | 37 | 3,438,188.53 | 1,718,944.63 |
| 1937..... | 37 | 4,062,753.39 | 2,031,372.49 |
| 1938..... | 37 | 4,686,333.38 | 2,342,971.65 |
| 1939..... | 37 | 4,775,109.01 | 2,387,240.73 |
| 1940..... | 37 | 4,496,792.25 | 2,247,977.06 |
| 1941..... | 37 | 4,805,301.60 | 2,402,650.75 |
| 1942..... | 37 | 3,221,505.02 | 1,610,752.54 |
| 1943..... | 37 | 3,951,745.47 | 1,975,872.73 |
| 1944..... | 37 | 4,675,028.89 | 2,365,507.20 |
| 1945..... | 37 | 5,692,079.85 | 2,898,135.97 |
| 1946..... | 37 | 7,392,946.45 | 3,769,775.43 |
| 1947..... | 37 | 9,597,750.67 | 5,064,601.24 |
| 1948..... | 37 | 11,345,808.93 | 6,176,598.43 |
| TOTALS TO DATE..... | | \$199,470,776.57 | \$96,896,999.59 |

APPENDIX No. 6

COUNTY ROAD MILEAGE AND EXPENDITURE

From Inception of County Road Systems to December 31st, 1948 Provincial
Subsidies on 1948 Expenditures Being Paid in the 1948-49 Fiscal Year

| County | Year of Estab- lish- ment of System | ROAD MILEAGES | | | Total Approved Expenditure to end of 1948 | Total Government Grant |
|--|--|-----------------|----------------------------------|----------|---|------------------------------|
| | | County Roads | County Sub- urban Roads | Total | | |
| Brant..... | 1917 | 84.0 | 28.40 | 112.4 | 3,545,394.63 | 1,769,575.34 |
| Bruce..... | 1917 | 289.3 | ..... | 289.3 | 5,166,615.23 | 2,587,044.08 |
| Carleton..... | 1910 | 141.0 | 99.0 | 240.0 | 9,376,860.56 | 4,518,787.96 |
| Dufferin..... | 1918 | 155.7 | ..... | 155.7 | 2,143,081.06 | 1,038,314.41 |
| Elgin..... | 1917 | 233.7 | 20.0 | 253.7 | 4,383,499.70 | 2,143,230.79 |
| Essex..... | 1916 | 200.8 | 41.0 | 241.8 | 7,592,914.59 | 3,743,143.95 |
| Frontenac..... | 1907 | 141.1 | 40.7 | 181.8 | 2,511,449.72 | 1,191,937.49 |
| Grey..... | 1918 | 262.0 | 32.5 | 294.5 | 5,559,977.57 | 2,777,704.97 |
| Haldimand..... | 1912 | 156.8 | ..... | 156.8 | 4,484,085.76 | 2,159,160.49 |
| Halton..... | 1907 | 146.1 | ..... | 146.1 | 3,321,151.04 | 1,572,647.09 |
| Hastings..... | 1904 | 274.85 | 5.25 | 280.1 | 4,630,666.90 | 2,194,695.31 |
| Huron..... | 1917 | 386.9 | ..... | 386.9 | 4,945,200.51 | 2,447,112.22 |
| Kent..... | 1917 | 307.75 | 9.75 | 317.5 | 8,289,620.46 | 4,176,311.05 |
| Lambton..... | 1918 | 210.7 | 14.5 | 225.2 | 3,848,441.16 | 1,884,220.49 |
| Lanark..... | 1903 | 224.9 | 6.0 | 230.9 | 3,906,809.87 | 1,893,508.52 |
| Leeds and Grenville.... | 1910 | 282.16 | 19.34 | 301.5 | 5,543,337.68 | 2,635,350.74 |
| Lennox and Addington.. | 1906 | 162.5 | ..... | 162.5 | 3,593,741.25 | 1,786,559.10 |
| Lincoln..... | 1904 | 157.0 | 15.4 | 172.4 | 5,766,260.77 | 2,647,807.07 |
| Middlesex..... | 1906 | 428.8 | 54.1 | 482.9 | 6,953,232.25 | 3,335,094.58 |
| Norfolk..... | 1917 | 239.6 | ..... | 239.6 | 5,494,950.75 | 2,664,809.48 |
| Northumberland and Durham..... | 1918 | 282.2 | 6.5 | 288.7 | 4,661,905.19 | 2,317,858.04 |
| Ontario..... | 1918 | 212.25 | 16.25 | 228.5 | 3,591,119.06 | 1,778,182.84 |
| Oxford..... | 1904-7 | 198.55 | 8.25 | 206.8 | 4,790,140.03 | 2,230,239.07 |
| Peel..... | 1907 | 136.6 | ..... | 136.6 | 3,920,262.02 | 1,862,250.77 |
| Perth..... | 1907 | 223.3 | 7.5 | 230.8 | 3,013,004.36 | 1,441,712.72 |
| Peterborough..... | 1919 | 128.45 | 77.85 | 206.3 | 2,388,003.52 | 1,222,103.90 |
| Prescott and Russell... | 1917 | 306.45 | ..... | 306.45 | 6,386,840.06 | 2,997,234.01 |
| Prince Edward..... | 1907 | 175.7 | ..... | 175.7 | 3,066,892.64 | 1,458,566.33 |
| Renfrew..... | 1918 | 226.3 | ..... | 226.3 | 4,517,301.39 | 2,223,297.50 |
| Simcoe..... | 1903 | 259.4 | ..... | 259.4 | 5,895,880.24 | 2,806,837.54 |
| Stormont, Dundas and Glengarry..... | 1917 | 433.40 | 30.0 | 463.4 | 8,211,099.98 | 4,048,520.21 |
| Victoria..... | 1917 | 220.5 | ..... | 220.5 | 3,806,367.48 | 1,929,126.89 |
| Waterloo..... | 1908 | 139.4 | 60.9 | 200.3 | 6,070,430.28 | 3,005,034.25 |
| Welland..... | 1912 | 147.10 | 16.9 | 164.0 | 6,182,052.21 | 2,915,246.53 |
| Wellington..... | 1903 | 351.0 | 32.5 | 383.5 | 6,336,548.89 | 3,116,324.47 |
| Wentworth..... | 1903 | 103.4 | 54.0 | 157.4 | 6,187,942.18 | 2,924,311.57 |
| York..... | 1911 | 70.22 | 260.78 | 331.0 | 19,385,695.58 | 9,453,137.62 |
| TOTALS..... | | 8,099.88 | 957.37 | 9,057.25 | \$199,470,776.57 | \$96,896,999.59 |

APPENDIX

SUMMARY OF COUNTY

(Government Subsidies paid

| NAME OF COUNTY | ROADS | | BRIDGES AND CULVERTS (For 80% Subsidy) | |
|----------------------------------|-------------------|------------------|---|------------------|
| | Con- struction | Mainte- nance | Con- struction | Mainte- nance |
| Brant..... | 37,740.96 | 101,196.58 | 12,414.01 | ..... |
| Bruce..... | 150,273.11 | 68,600.73 | 26,598.68 | 3,350.67 |
| Carleton..... | 144,062.97 | 182,377.52 | 16,882.42 | 14,958.66 |
| Dufferin..... | 43,684.11 | 43,976.05 | ..... | 800.10 |
| Elgin..... | ..... | 277,794.50 | 15,146.52 | 17,303.13 |
| Essex..... | 64,856.34 | 152,694.81 | 2,060.33 | 3,513.01 |
| Frontenac..... | 51,419.90 | 31,820.25 | 3,606.12 | 1,758.22 |
| Grey..... | 89,997.58 | 159,019.90 | 18,865.48 | 12,395.69 |
| Haldimand..... | 206,760.73 | 48,844.81 | 31,091.37 | 4,197.15 |
| Halton..... | 17,757.50 | 77,827.53 | 2,317.12 | 1,240.40 |
| Hastings..... | 19,347.60 | 108,889.63 | 10,476.31 | 3,597.77 |
| Huron..... | 154,654.11 | 80,361.29 | 61,947.47 | 21,039.41 |
| Kent..... | 399,325.63 | 214,790.38 | 46,354.61 | 11,970.34 |
| Lambton..... | 49,136.07 | 104,747.23 | ..... | 22,201.03 |
| Lanark..... | 80,012.61 | 68,013.63 | 254.41 | 16,882.99 |
| Leeds and Grenville..... | 96,580.66 | 112,380.52 | 2,481.89 | 7,275.20 |
| Lennox and Addington..... | 6,801.77 | 101,803.30 | 38,427.97 | 4,908.79 |
| Lincoln..... | 166,515.73 | 83,121.10 | 31,009.27 | ..... |
| Middlesex..... | 222,266.99 | 230,420.18 | 55,120.45 | 25,643.74 |
| Norfolk..... | 76,436.12 | 194,148.58 | 863.16 | 2,093.88 |
| Northumberland and Durham..... | 147,708.46 | 67,727.32 | 31,049.17 | 6,093.20 |
| Ontario..... | 88,153.23 | 32,593.06 | 17,558.98 | 4,882.38 |
| Oxford..... | 105,624.76 | 145,296.84 | 4,062.56 | 8,361.43 |
| Peel..... | 23,401.52 | 117,295.31 | 66,597.64 | 6,291.94 |
| Perth..... | 68,911.90 | 126,901.50 | 25,731.90 | 13,754.87 |
| Peterborough..... | 65,809.76 | 61,865.63 | 142,092.02 | 6,056.54 |
| Prescott and Russell..... | 123,125.42 | 99,510.57 | 11,710.64 | 28,708.48 |
| Prince Edward..... | 20,082.34 | 67,944.67 | 41,078.66 | 1,160.11 |
| Renfrew..... | 85,462.10 | 112,216.69 | ..... | 6,637.27 |
| Simcoe..... | 20,721.71 | 147,108.69 | 34,898.07 | 1,496.80 |
| Stormont, Dundas and Glengarry.. | 90,774.41 | 214,202.02 | 27,356.17 | 15,903.39 |
| Victoria..... | 53,365.17 | 63,465.79 | 109,152.99 | 5,841.26 |
| Waterloo..... | 93,172.17 | 145,261.99 | 15,752.49 | 15,322.45 |
| Welland..... | 189,269.82 | 71,369.65 | 1,729.72 | 232.59 |
| Wellington..... | 16,858.47 | 213,730.29 | 80,699.81 | 20,598.25 |
| Wentworth..... | 96,402.62 | 135,841.19 | 20,326.34 | 7,718.37 |
| York..... | 311,621.00 | 467,866.30 | 333,020.61 | 16,055.09 |
| TOTALS..... | \$3,678,095.35 | \$4,733,026.03 | \$1,338,735.36 | \$340,244.60 |

Plus 1949 Expenditure paid in 1948-49 Fiscal Year.....

Subsidy paid in Fiscal Year 1948-49.....

No. 7

ROAD EXPENDITURES—1948

in the 1948-49 Fiscal Year)

| WINTER CONTROL (Maintenance) | APPROVED EXPENDITURE | | | GOVERNMENT SUBSIDY 50% and 80% |
|------------------------------------|----------------------|------------------|-----------------|--------------------------------------|
| | Con- struction | Mainte- nance | Total | |
| 7,989.87 | 50,154.97 | 109,186.45 | 159,341.42 | 83,394.91 |
| 52,776.95 | 176,871.79 | 124,728.35 | 301,600.14 | 159,784.88 |
| 63,564.85 | 160,945.39 | 260,901.03 | 421,846.42 | 220,475.53 |
| 45,726.18 | 43,684.11 | 90,502.33 | 134,186.44 | 67,333.25 |
| 9,753.19 | 15,146.52 | 304,850.82 | 319,997.34 | 169,733.56 |
| 8,142.82 | 66,916.67 | 164,350.64 | 231,267.31 | 117,305.66 |
| 16,282.00 | 55,026.02 | 49,860.47 | 104,886.49 | 54,052.55 |
| 78,303.07 | 108,863.06 | 249,718.66 | 358,581.72 | 188,669.21 |
| 5,940.04 | 237,852.10 | 58,982.00 | 296,834.10 | 159,003.61 |
| 18,968.46 | 20,074.62 | 98,036.39 | 118,111.01 | 60,122.76 |
| 24,750.83 | 27,823.91 | 137,238.23 | 167,062.14 | 87,753.29 |
| 70,500.48 | 216,601.58 | 171,901.18 | 388,502.76 | 219,147.44 |
| 8,964.21 | 445,680.24 | 235,724.93 | 681,405.17 | 358,200.07 |
| 11,073.44 | 49,136.07 | 138,021.70 | 187,157.77 | 100,239.20 |
| 18,575.49 | 80,267.02 | 103,472.11 | 183,739.13 | 97,010.79 |
| 25,122.01 | 99,062.55 | 144,777.73 | 243,840.28 | 124,847.27 |
| 17,568.33 | 45,229.74 | 124,280.42 | 169,510.16 | 97,756.11 |
| 9,761.33 | 197,525.00 | 92,882.43 | 290,407.43 | 154,506.50 |
| 27,225.99 | 277,387.44 | 283,289.91 | 560,677.35 | 304,567.93 |
| 13,635.12 | 77,299.28 | 209,877.58 | 287,176.86 | 144,475.54 |
| 45,497.20 | 178,757.63 | 119,317.72 | 298,075.35 | 160,180.39 |
| 40,764.61 | 105,712.21 | 78,240.05 | 183,952.26 | 98,708.54 |
| 14,627.47 | 109,687.32 | 168,285.74 | 277,973.06 | 142,713.72 |
| 29,978.74 | 89,999.16 | 153,565.99 | 243,565.15 | 143,649.44 |
| 25,815.36 | 94,643.80 | 166,471.73 | 261,115.53 | 142,403.79 |
| 12,929.13 | 207,901.78 | 80,851.30 | 288,753.08 | 188,821.11 |
| 46,329.07 | 134,836.06 | 174,548.12 | 309,384.18 | 166,817.82 |
| 15,470.69 | 61,161.00 | 84,575.47 | 145,736.47 | 85,539.87 |
| 13,005.36 | 85,462.10 | 131,859.32 | 217,321.42 | 110,651.89 |
| 47,011.91 | 55,619.78 | 195,617.40 | 251,237.18 | 136,537.05 |
| 49,416.16 | 118,130.58 | 279,521.57 | 397,652.15 | 211,803.94 |
| 22,355.47 | 162,518.16 | 91,662.52 | 254,180.68 | 161,588.61 |
| 51,522.87 | 108,924.66 | 212,107.31 | 321,031.97 | 169,838.46 |
| 13,822.29 | 190,999.54 | 85,424.53 | 276,424.07 | 138,800.73 |
| 77,487.05 | 97,558.28 | 311,815.59 | 409,373.87 | 235,076.35 |
| 27,745.55 | 116,728.96 | 171,305.11 | 288,034.07 | 152,430.45 |
| 187,304.00 | 644,641.61 | 671,225.39 | 1,315,867.00 | 762,656.21 |
| \$1,255,707.59 | \$5,016,830.71 | \$6,328,978.22 | \$11,345,808.93 | \$6,176,598.43 |
| | | | | 28,188.72 |
| | | | | \$6,204,787.15 |

APPENDIX No. 8 SUMMARY OF ROAD EXPENDITURES IN ORGANIZED TOWNSHIPS

Approved Expenditure and Government Subsidy on Township, Improvement District, Indian Reserve and Provincial Park Roads Under the Provisions of The Highway Improvement Act, Part IV.

| Year | No. of Townships | APPROVED EXPENDITURE | | Government Subsidy |
|--------------|------------------|----------------------|------------------|--------------------|
| | | Construction | Maintenance | |
| 1920 to 1934 | 172-352 | \$23,718,523.99 | \$34,676,016.07 | \$18,743,070.89 |
| 1935 | 353 | 830,871.14 | 2,114,553.23 | 1,233,806.48 |
| 1936 | 357 | 713,523.32 | 2,275,094.06 | 1,251,632.43 |
| 1937 | 358 | 1,236,900.18 | 2,620,618.43 | 1,943,344.98 |
| 1938 | 574 | 1,589,096.89 | 3,237,808.11 | 2,553,837.97 |
| 1939 | 583 | 1,824,526.20 | 3,568,455.39 | 2,865,752.12 |
| 1940 | 584 | 1,006,122.02 | 3,499,173.61 | 2,411,064.90 |
| 1941 | 584 | 1,060,139.17 | 4,392,147.57 | 2,917,816.44 |
| 1942 | 583 | 19,564.88 | 3,678,736.47 | 1,978,368.31 |
| 1943 | 584 | 209,424.76 | 5,303,565.76 | 2,929,508.15 |
| 1944 | 585 | 1,286,828.69 | 4,976,971.21 | 3,400,704.29 |
| 1945 | 596 | 2,109,532.25 | 5,587,001.62 | 4,177,608.83 |
| 1946 | 602 | 3,556,210.96 | 5,810,443.63 | 5,131,432.11 |
| 1947 | 604 | 3,617,421.83 | 8,945,376.93 | 7,064,222.50 |
| 1948 | 606 | 3,541,316.17 | 10,147,212.91 | 7,763,289.85 |
| TOTALS | ... | \$46,320,002.45 | \$100,833,175.00 | \$66,365,460.25 |
| | | | \$147,153,177.45 | |

Note: 572 Townships, 11 Improvement Districts, 21 Indian Reserves and 2 Provincial Parks are represented in the above expenditures for 1948.

APPENDIX

MILEAGE OF ROAD SURFACES

| County | COUNTY ROADS | | | |
|--|--------------|-----------------------|-----------------------------|-----------------------------------|
| | Earth | Gravel or Stone | Bitumi- nous Surfaces | Bitumi- nous Pave- ments |
| Brant..... | 2.3 | 54.4 | 48.2 | 6.5 |
| Bruce..... | | 206.2 | 81.3 | 0.5 |
| Carleton..... | | 95.4 | 82.3 | 62.3 |
| Dufferin..... | | 154.1 | | |
| Elgin..... | | 206.5 | 47.0 | |
| Essex..... | | 160.7 | 21.6 | 16.6 |
| Frontenac..... | | 118.3 | 63.5 | |
| Grey..... | | 244.8 | 49.0 | |
| Haldimand..... | 2.3 | 94.6 | 50.2 | 5.8 |
| Halton..... | | 104.7 | 20.1 | |
| Hastings..... | | 238.4 | 23.1 | 16.3 |
| Huron..... | | 289.0 | 97.4 | |
| Kent..... | | 167.9 | 106.6 | 21.4 |
| Lambton..... | | 176.7 | 40.7 | |
| Lanark..... | 8.8 | 164.5 | 41.2 | 16.4 |
| Leeds and Grenville..... | 39.0 | 119.3 | 77.3 | 62.2 |
| Lennox and Addington..... | | 99.0 | 33.5 | 30.0 |
| Lincoln..... | | 24.1 | 134.1 | 2.9 |
| Middlesex..... | | 409.5 | 19.6 | 3.0 |
| Norfolk..... | | 52.9 | 185.4 | |
| Norumberland and Durham..... | | 251.5 | 2.5 | 34.7 |
| Ontario..... | | 191.0 | 32.8 | |
| Oxford..... | | 146.4 | 60.4 | |
| Peel..... | | 112.0 | 8.6 | 10.6 |
| Perth..... | | 213.1 | 17.7 | |
| Peterborough..... | | 190.3 | 16.0 | |
| Prescott and Russell..... | 9.45 | 225.05 | 54.48 | 17.47 |
| Prince Edward..... | | 91.0 | 67.2 | 8.9 |
| Renfrew..... | 14.3 | 133.9 | 77.1 | |
| Simcoe..... | | 248.4 | 10.8 | 0.2 |
| Stormont, Dundas and Glengarry..... | | 196.65 | 265.55 | |
| Victoria..... | | 180.1 | 31.8 | 8.6 |
| Waterloo..... | | 135.6 | 36.6 | |
| Welland..... | | 26.6 | 98.1 | 29.0 |
| Wellington..... | | 330.5 | 40.1 | |
| Wentworth..... | | 56.2 | 93.1 | 3.6 |
| York..... | 14.4 | 75.4 | 148.1 | 73.8 |
| Total County Area..... | 90.55 | 5984.7 | 2283.03 | 430.77 |
| Northern Organized Townships..... | | | | |
| Unorganized—Township and Mining Roads..... | | | | |
| GRAND TOTALS..... | 90.55 | 5984.7 | 2283.03 | 430.77 |

No. 9

AT THE END OF 1948

| COUNTY ROADS | | ORGANIZED TOWNSHIP ROADS | | | | | |
|-----------------|---------|--------------------------|-----------------|---------------------|----------------------|-----------------|----------|
| Cement Concrete | Total | Earth | Gravel or Stone | Bituminous Surfaces | Bituminous Pavements | Cement Concrete | Total |
| 1.0 | 112.4 | 67.1 | 470.4 | 2.8 | | | 540.3 |
| 1.3 | 289.3 | 168.0 | 1470.1 | | | | 1638.1 |
| ..... | 240.0 | 315.2 | 739.4 | 9.6 | 0.6 | | 1064.8 |
| 1.6 | 155.7 | 62.8 | 703.9 | | | | 766.7 |
| 0.2 | 253.7 | 46.5 | 819.5 | 0.2 | | | 866.2 |
| 42.9 | 241.8 | 65.0 | 825.2 | | | 35.3 | 925.5 |
| ..... | 181.8 | 449.1 | 490.4 | 1.0 | 2.8 | | 943.3 |
| 0.7 | 294.5 | 283.2 | 1846.2 | 1.0 | | | 2130.4 |
| 3.9 | 156.8 | 126.3 | 473.2 | 7.0 | 4.0 | | 610.5 |
| 21.3 | 146.1 | 34.8 | 392.4 | | | 1.2 | 428.4 |
| 2.3 | 280.1 | 365.0 | 1133.3 | 1.0 | 1.0 | | 1500.3 |
| 0.5 | 386.9 | 208.0 | 1338.0 | 1.3 | | | 1547.3 |
| 21.6 | 317.5 | 141.1 | 1150.5 | 3.0 | | | 1294.6 |
| 7.8 | 225.2 | 221.6 | 1208.1 | 2.3 | 1.1 | | 1433.1 |
| ..... | 230.9 | 543.5 | 442.0 | | | | 985.5 |
| 3.7 | 301.5 | 529.5 | 798.3 | 17.2 | 13.5 | | 1358.5 |
| ..... | 162.5 | 277.7 | 369.6 | 0.5 | | | 647.8 |
| 11.3 | 172.4 | 190.8 | 442.3 | 8.1 | | 3.6 | 644.8 |
| 50.8 | 482.9 | 127.1 | 1460.3 | | | 0.3 | 1587.7 |
| 1.3 | 239.6 | 291.0 | 590.8 | 11.1 | | | 892.9 |
| ..... | 288.7 | 916.6 | 1274.0 | | | | 2190.6 |
| 4.7 | 228.5 | 236.3 | 905.8 | 1.6 | | | 1143.7 |
| ..... | 206.8 | 17.0 | 1034.8 | 7.3 | | | 1059.1 |
| 5.4 | 136.6 | 88.0 | 488.7 | 12.0 | | | 588.7 |
| ..... | 230.8 | 70.8 | 924.7 | 0.2 | | | 995.7 |
| ..... | 206.3 | 304.5 | 617.1 | 1.4 | | | 923.0 |
| ..... | 306.45 | 623.0 | 359.9 | 0.1 | | | 983.0 |
| 8.6 | 175.7 | 56.4 | 313.4 | | | | 369.8 |
| 1.0 | 226.3 | 1014.5 | 671.5 | 2.0 | | | 1688.0 |
| ..... | 259.4 | 492.6 | 1613.3 | 2.2 | | | 2108.1 |
| 1.20 | 463.40 | 512.3 | 806.8 | 5.8 | | 5.1 | 1330.0 |
| ..... | 220.5 | 167.3 | 726.4 | | | | 893.7 |
| 28.1 | 200.3 | 52.5 | 465.6 | | | 0.2 | 518.3 |
| 10.3 | 164.0 | 377.7 | 406.4 | 107.8 | 11.0 | 2.1 | 905.0 |
| 12.9 | 383.5 | 539.1 | 726.2 | | | 0.4 | 1265.7 |
| 4.5 | 157.4 | 82.5 | 480.4 | 1.3 | | | 564.2 |
| 19.3 | 331.0 | 316.5 | 1195.5 | 105.8 | 94.0 | 10.7 | 1722.5 |
| 268.20 | 9057.25 | 10380.90 | 30174.40 | 313.60 | 128.0 | 58.9 | 41055.80 |
| ..... | ..... | 1518.40 | 5369.60 | 76.50 | 4.90 | 7.8 | 6977.20 |
| ..... | ..... | 1875.70 | 3042.90 | | | | 4918.60 |
| 268.20 | 9057.25 | 13775.00 | 38586.90 | 390.10 | 132.90 | 66.70 | 52951.60 |

APPENDIX No. 10

SUMMARY OF EXPENDITURES ON URBAN STREETS—1948

Approved 1948 Expenditures by Cities, Towns and Villages under Part IVC of The Highway Improvement Act

| Municipal Road District | APPROVED EXPENDITURES—1948 | | | | Urban Total (327) | Government Subsidy 50% |
|--|--|----------------|-------------------|--|----------------------|------------------------------|
| | Cities (29) Sep. Towns (5) and Beach Commissions (1) | Towns (137) | Villages (155) | | | |
| 1 | \$ 285,948.44 | \$ 138,716.42 | \$ 28,687.71 | | \$ 453,352.57 | \$ 226,676.31 |
| 2 | 246,004.91 | 76,160.22 | 65,792.49 | | 387,957.62 | 193,978.85 |
| 3 | 165,893.61 | 118,718.55 | 50,328.44 | | 334,940.60 | 167,470.26 |
| 4 | 568,346.89 | 146,305.48 | 42,808.24 | | 757,460.61 | 378,730.31 |
| 5 | 17,815.82 | 72,331.83 | 29,651.40 | | 119,799.05 | 59,899.55 |
| 6 | 1,793,357.18 | 209,513.76 | 95,047.09 | | 2,097,918.03 | 1,048,959.01 |
| 7 | 131,343.58 | 116,975.88 | 38,579.42 | | 286,898.88 | 143,449.46 |
| 8 | 88,523.56 | 23,716.54 | 27,461.15 | | 139,701.25 | 69,850.66 |
| 9 | 25,171.19 | 27,823.08 | 28,138.05 | | 81,132.32 | 40,566.13 |
| 10 | 352,526.08 | 151,917.95 | 29,321.05 | | 533,765.08 | 266,882.57 |
| 11 | | | 11,491.02 | | 11,491.02 | 5,745.52 |
| 12 | | 42,560.36 | 11,169.60 | | 53,729.96 | 26,864.97 |
| 13 | | 4,540.77 | 1,986.98 | | 6,527.75 | 3,263.87 |
| 14 | | 3,998.52 | | | 25,669.90 | 12,834.95 |
| 15 | 21,671.38 | 36,785.05 | 58.78 | | 36,843.83 | 18,421.92 |
| 16 | | 17,748.66 | | | 17,748.66 | 8,874.33 |
| 17 | 44,400.97 | 17,420.89 | | | 61,821.86 | 30,910.94 |
| 18 | 52,994.84 | 2,532.53 | 119.32 | | 55,646.69 | 27,823.35 |
| 19 | 119,880.40 | 2,448.94 | | | 122,329.34 | 61,164.67 |
| 20 | | 29,565.66 | | | 29,565.66 | 14,782.83 |
| TOTAL..... | \$3,913,878.85 | \$1,239,781.09 | \$ 460,640.74 | | \$5,614,300.68 | \$2,807,150.46 |
| Plus 1947 Subsidy paid in 1948-49 fiscal year..... | | | | | | 743.64 |
| Urban Subsidies in 1948-49 fiscal year..... | | | | | | \$2,807,894.10 |

NOTE: Only 2 Separated Towns and 2 Towns did not apply for Subsidy in 1948.

Appendix No. 11

TYPES OF SURFACES OF THE KING'S HIGHWAYS—ONTARIO

December 31st, 1948

| County or District | Concrete | Bituminous Pavement | Bituminous Surface | Gravel | Totals |
|-------------------------|----------|---------------------|--------------------|----------|----------|
| Algoma..... | 37.35 | 27.50 | 38.70 | 99.70 | 203.25 |
| Brant..... | 43.12 | 13.39 | 21.70 | 10.30 | 88.51 |
| Bruce..... | 23.85 | 50.26 | 36.59 | 62.85 | 173.55 |
| Carleton..... | 26.57 | 79.62 | 20.88 | 3.89 | 130.96 |
| Cochrane..... | 9.90 | ..... | 38.85 | 315.15 | 363.90 |
| Dufferin..... | 41.18 | ..... | 1.45 | 23.13 | 65.76 |
| Dundas..... | 22.04 | 17.32 | 9.80 | ..... | 49.16 |
| Durham..... | 30.48 | 11.49 | 8.98 | 44.00 | 94.95 |
| Elgin..... | 69.79 | 29.08 | ..... | 17.55 | 116.42 |
| Essex..... | 113.24 | 33.84 | 9.97 | 20.00 | 177.05 |
| Frontenac..... | 0.31 | 86.93 | 16.95 | 50.14 | 154.33 |
| Glengarry..... | 25.94 | 21.89 | 5.18 | 6.80 | 59.81 |
| Grenville..... | 15.12 | 28.21 | ..... | 3.45 | 46.78 |
| Grey..... | 39.18 | 52.07 | 33.93 | 20.68 | 145.86 |
| Haldimand..... | 0.27 | 64.85 | 1.61 | 11.71 | 78.44 |
| Haliburton..... | ..... | 7.08 | 38.70 | 14.12 | 59.90 |
| Halton..... | 18.81 | 51.99 | 0.36 | 10.68 | 81.84 |
| Hastings..... | 9.00 | 68.82 | 64.53 | 72.08 | 214.43 |
| Huron..... | 54.43 | 32.46 | 40.07 | 80.12 | 207.08 |
| Kenora..... | ..... | 47.05 | 48.90 | 243.78 | 339.73 |
| Kent..... | 115.57 | 46.16 | 2.71 | 13.93 | 178.37 |
| Lambton..... | 88.22 | 24.50 | 21.47 | 26.83 | 161.02 |
| Lanark..... | 4.07 | 67.46 | 20.46 | 2.88 | 94.87 |
| Leeds..... | 16.76 | 133.99 | 22.12 | ..... | 172.87 |
| Lennox & Addington..... | ..... | 67.97 | 31.55 | 29.73 | 129.25 |
| Lincoln..... | 50.51 | 28.11 | 0.96 | ..... | 79.58 |
| Manitoulin..... | ..... | ..... | 1.80 | 16.65 | 18.45 |
| Middlesex..... | 97.75 | 44.09 | ..... | 58.31 | 200.15 |
| Muskoka..... | ..... | 19.61 | 69.62 | 20.43 | 109.66 |
| Nipissing..... | 9.14 | 104.13 | 87.13 | 115.23 | 315.63 |
| Norfolk..... | 24.00 | 29.99 | 8.92 | 0.28 | 63.19 |
| Northumberland..... | 28.35 | 39.45 | 1.94 | 31.99 | 101.73 |
| Ontario..... | 87.59 | 18.97 | 22.58 | 18.52 | 147.66 |
| Oxford..... | 16.39 | 65.94 | 2.68 | 32.20 | 117.21 |
| Parry Sound..... | 15.25 | 28.40 | 36.40 | 48.40 | 128.45 |
| Peel..... | 15.42 | 60.59 | 2.19 | 29.21 | 107.41 |
| Perth..... | 44.56 | 55.52 | ..... | 33.23 | 133.31 |
| Peterborough..... | 20.51 | 6.33 | 13.65 | 79.32 | 119.81 |
| Prince Edward..... | 4.30 | 43.68 | 10.38 | ..... | 58.36 |
| Prescott..... | 21.40 | 23.71 | 4.34 | 3.25 | 52.70 |
| Rainy River..... | ..... | 20.85 | 30.70 | 57.80 | 109.35 |
| Renfrew..... | 40.80 | 50.56 | 100.73 | 68.85 | 260.94 |
| Russell..... | 3.03 | 15.84 | 1.10 | ..... | 19.97 |
| Simcoe..... | 91.03 | 88.85 | 25.81 | 61.44 | 267.13 |
| Stormont..... | ..... | 20.87 | 20.69 | ..... | 41.56 |
| Sudbury..... | 13.99 | ..... | 39.77 | 89.99 | 143.75 |
| Temiskaming..... | ..... | 64.75 | 55.55 | 88.70 | 209.00 |
| Thunder Bay..... | 0.25 | 88.65 | 29.35 | 351.70 | 469.95 |
| Victoria..... | 18.98 | 23.30 | 36.37 | 47.40 | 126.05 |
| Waterloo..... | 40.10 | 12.69 | 10.95 | 15.52 | 79.26 |
| Welland..... | 43.57 | 50.59 | 0.30 | 17.80 | 112.26 |
| Wentworth..... | 22.44 | 109.40 | 13.50 | 25.59 | 170.93 |
| Wellington..... | 64.43 | 39.89 | 2.70 | 35.74 | 142.76 |
| York..... | 12.21 | 91.64 | 6.27 | 22.01 | 132.13 |
| TOTALS..... | 1,591.20 | 2,310.33 | 1,171.84 | 2,553.06 | 7,626.43 |

Report of the Motor Vehicles Branch, 1948

TO THE HONOURABLE GEORGE H. DOUCETT,
Minister of Highways.

SIR:

I have the honour to submit herewith a report of the activities of the Motor Vehicles Branch year 1948.

This report contains:

- (1) Statistics relating to motor vehicle permits and drivers' licenses issued during the 1948 license year;
- (2) A statement showing the revenue derived from all sources during the fiscal year, April 1, 1948 to March 31, 1949; and
- (3) Reports of the Accident Recording, Financial Responsibility and Public Vehicle Divisions for the year 1948.

The summarized information provided in this preamble is dealt with in more detail in the pages of the report.

Motor Vehicle Registrations

There were 873,258 motor vehicles registered during the year as compared with 796,947 for the previous year. This represented an increase of 76,311 or 9.6 per cent.

Drivers' Licenses

Chauffeurs' and operators' licenses issued during the year totalled 1,209,408, an advance of 5.7 per cent from the total (1,144,291) for the previous year.

Revenue

The net revenue collected during the fiscal year ending March 31, 1949, amounted to \$15,032,-938.72, which was \$403,575.26 in excess of the total collected during the year 1947.

Accident Recording Division

During the calendar year, 1948, there were 27,406 accidents, involving personal injury or property damage (in excess of \$50.00) reported to this Division. These accidents resulted in the loss of 740 lives, injury to 14,970 persons and a property damage loss of \$7,146,281. The accident total was 22.9 per cent greater than the figure for 1947, while the death and injury totals showed advances of 0.8 per cent and 14.7 per cent, respectively. The estimated property damage loss was 36.2 per cent above the amount reported in 1947.

Financial Responsibility Division

Over 10,000 motorists had their drivers' licenses and motor vehicle permits suspended during 1948 until they filed with the Department proof of financial responsibility. An additional 369 persons were for various reasons denied the privileges of driving under any condition. The total is far in excess of that for any previous year.

Since 1930, when the law was originally enacted, 94,108 financial responsibility suspensions have been applied. Of these, 58,317 have been rescinded by reason of the filing of proof or because a period of at least two years had expired. As of December 31, 1948, 35,791 were still in effect.

Public Vehicle Division

During the license year ending March 31, 1949, there were 4,643 public commercial vehicle operating licenses issued, and 12,062 vehicles of this class were licensed. The increase in the number of operators was 5.8 per cent, and the advance in vehicles licensed, 7.4 per cent.

The number of public vehicle operators licensed during the year, 217, was unchanged from the previous year but the 2,500 vehicles of this class licensed represented an increase of 3.9 per cent. A continued growth in the use of school vehicles (buses) is shown by the records. There were 1,138 such vehicles licensed in 1948 as compared with 912 in 1947 and 424 in 1944.

General

The increase in the number of motor vehicles in use and in the amount of travel has affected all divisions of the Branch since the termination of the war. The number of vehicles and drivers registered during 1948 was higher than in any year in our history and this has necessitated some reorganization and additions to the staff to cope with the added volume of work. Those divisions of the Branch whose duties involve the maintenance of driver and accident records have been similarly affected. Amendments to the Highway Traffic Act in 1947 and 1948 were designed to provide added penalties for dangerous driving with the result that the number of suspensions applied for various offences have shown a tremendous increase. Greater attention is being given to the individual driver than at any time in the past, particularly those involved in accidents, repeated offenders against the traffic laws, and those having various forms of physical handicaps. In addition, widespread efforts have been made to enlist the co-operation of the public—both child and adult—by various forms of publicity and public education. Rather than deal with the subject of accident prevention in a general way, our aim has been to centre publicity and promotional media upon a single traffic hazard at various times of the year. The impact of these monthly themes has been accentuated by providing materials for the use of local police and traffic officials. It is felt that statements from persons familiar to the residents of any community are preferable and of more value than those emanating from the Department. The problem of highway safety is, in the final analysis, a problem of developing an understanding and adherence to the requirements of good driving and safe walking, and efforts of the Department have been carried out with these objectives in mind. It is recognized, however that public education is only one phase of the problem and that the effectiveness of efforts to publicize unsafe walking and driving practices depends upon proper enforcement of the traffic laws and regulations.

To you, Sir, for your support and special interest, the police and other enforcement agencies as well as the staff and representatives of the Branch throughout the Province I wish to extend my thanks for the co-operation given during the year.

Respectfully submitted,

J. P. BICKELL,

Registrar of Motor Vehicles



Two members of the staff of the Motor Vehicles Branch display two of the twenty cars seized from the owners during 1948 for infractions of orders of suspension of driver's licenses and motor vehicle permits. The loss of these cars represents a costly penalty for violation of the law.

NUMBER OF PERMITS AND LICENSES ISSUED

The number of drivers' licenses and motor vehicle permits issued during each of the five years, 1944 to 1948, and the percentage change between the 1947 and 1948 totals are shown in the following tables:

| CLASS OF LICENSE OR PERMIT | 1944 | 1945 | 1946 | 1947 | 1948 | % Change | |
|----------------------------|----------------|----------------|------------------|------------------|------------------|-------------|----------|
| Passenger car..... | 568,223 | 555,461 | 585,604 | 645,252 | 698,384 | 8.2 | I |
| Commercial vehicle..... | 97,869 | 98,339 | 115,002 | 137,990 | 159,388 | 15.5 | I |
| Bus..... | 1,743 | 1,895 | 2,215 | 2,940 | 3,201 | 8.9 | I |
| Two-purpose vehicle..... | 1,321 | 1,279 | 1,303 | 1,294 | 1,199 | 7.3 | D |
| Motorcycle..... | 5,901 | 5,745 | 6,982 | 9,471 | 11,086 | 17.0 | I |
| TOTAL..... | 675,057 | 662,719 | 711,106 | 796,947 | 873,258 | 9.6 | I |
| Trailer..... | 48,900 | 53,004 | 61,114 | 65,714 | 69,425 | 5.6 | I |
| Operators..... | 615,293 | 637,020 | 683,950 | 708,989 | 742,673 | 4.7 | I |
| Chauffeurs..... | 290,357 | 334,832 | 403,495 | 435,302 | 466,735 | 7.2 | I |
| TOTAL..... | 905,650 | 971,852 | 1,087,445 | 1,144,291 | 1,209,408 | 5.7 | I |
| Instruction permits..... | 69,974 | 81,928 | 109,130 | 127,114 | 163,443 | 28.6 | I |
| Transfers..... | 115,952 | 102,410 | 145,463 | 207,676 | 233,889 | 12.6 | I |
| 'In Transit' permits..... | 1,010 | 2,998 | 11,707 | 15,229 | 8,812 | 42.1 | D |
| 'M' Dealers..... | 709 | 708 | 1,045 | 1,384 | 1,508 | 9.0 | I |
| 'MC' Dealers..... | 3 | 4 | 9 | 17 | 16 | 5.9 | D |

REVENUE FOR FISCAL YEAR 1948-1949

PERMITS AND LICENSES:

| | |
|------------------|----------------|
| Passenger..... | \$5,477,527.35 |
| Commercial..... | 6,336,608.68 |
| Two Purpose..... | 4,788.00 |
| Trailers..... | 585,342.66 |
| Motorcycles..... | 8,990.10 |

DEALERS:

| | |
|---------------------------------|------------------------|
| Automobile..... | \$31,902.50 |
| Motorcycle..... | 44.50 |
| | <u>31,947.00</u> |
| Operators and Instruction..... | 770,951.60 |
| Chauffeurs..... | 482,760.80 |
| Public Vehicles..... | 488,614.27 |
| Public Commercial Vehicles..... | 459,602.23 |
| Miscellaneous..... | 7,556.35 |
| | <u>\$14,654,689.04</u> |

FEES:

| | |
|--------------------------------|----------------------|
| In Transits..... | 4,297.30 |
| Duplicate Cards..... | 16,654.00 |
| Transfers..... | 208,714.90 |
| Searches and Certificates..... | 5,330.05 |
| Lists..... | 8,801.72 |
| Examinations..... | 27,795.00 |
| | <u>\$ 271,592.97</u> |

FINES:

| | |
|------------------------------------|------------------------|
| Breach of Highway Traffic Act..... | 106,656.71 |
| | <u>\$15,032,938.72</u> |

NUMBER OF MOTOR VEHICLES REGISTERED IN ONTARIO†

| Year | Passenger | Commercial | Two Purpose | Motorcycle | Total |
|-----------|-----------|------------|-------------|------------|---------|
| 1903..... | 178 | | | | 178 |
| 1904..... | 535 | | | | 535 |
| 1905..... | 553 | | | | 553 |
| 1906..... | 1,176 | | | | 1,176 |
| 1907..... | 1,530 | | | | 1,530 |
| 1908..... | 1,754 | | | | 1,754 |
| 1909..... | 2,452 | | | | 2,452 |
| 1910..... | 4,230 | | | | 4,230 |
| 1911..... | 11,339 | | | | 11,339 |
| 1912..... | 16,268 | | | 1,754 | 18,022 |
| 1913..... | 23,700 | | | 2,900 | 26,600 |
| 1914..... | 31,724 | | | 3,633 | 35,357 |
| 1915..... | 42,346 | | | 4,174 | 46,520 |
| 1916..... | 51,589 | 2,786 | | 4,287 | 58,662 |
| 1917..... | 78,861 | 4,929 | | 5,180 | 88,970 |
| 1918..... | 101,599 | 7,529 | | 5,002 | 114,130 |
| 1919..... | 127,860 | 11,428 | | 5,516 | 144,804 |
| 1920..... | 155,861 | 16,204 | | 5,496 | 177,561 |
| 1921..... | 181,978 | 19,554 | | 4,989 | 206,521 |
| 1922..... | 210,333 | 24,164 | | 4,799 | 239,296 |
| 1923..... | 245,815 | 28,612 | | 4,325 | 278,752 |
| 1924..... | 271,341 | 31,488 | | 3,941 | 306,770 |
| 1925..... | 303,736 | 34,690 | | 3,748 | 342,174 |
| 1926..... | 343,992 | 39,012 | | 3,345 | 386,349 |
| 1927..... | 386,903 | 43,442 | | 3,159 | 433,504 |
| 1928..... | 429,426 | 54,714 | | 3,197 | 487,337 |
| 1929..... | 473,222 | 55,218 | 8,226 | 3,541 | 540,207 |
| 1930..... | 490,906 | 61,690 | 5,986 | 3,924 | 562,506 |
| 1931..... | 489,713 | 64,256 | 4,177 | 4,070 | 562,216 |
| 1932..... | 462,923 | 61,347 | 3,239 | 4,088 | 531,597 |
| 1933..... | 453,314 | 59,760 | 2,909 | 4,370 | 520,353 |
| 1934..... | 470,617 | 64,436 | 2,724 | 4,468 | 542,245 |
| 1935..... | 489,610 | 67,590 | 2,370 | 4,506 | 564,076 |
| 1936..... | 514,211 | 70,693 | * | 4,553 | 589,457 |
| 1937..... | 541,802 | 75,687 | 1,847 | 4,582 | 623,918 |
| 1938..... | 580,364 | 81,642 | 1,876 | 5,206 | 669,088 |
| 1939..... | 593,693 | 82,206 | 1,893 | 5,099 | 682,891 |
| 1940..... | 610,576 | 86,038 | 1,855 | 5,403 | 703,872 |
| 1941..... | 636,624 | 95,022 | 1,654 | 5,894 | 739,194 |
| 1942..... | 611,897 | 95,836 | 1,543 | 6,104 | 715,380 |
| 1943..... | 586,036 | 97,717 | 1,447 | 6,415 | 691,615 |
| 1944..... | 568,223 | 99,612 | 1,321 | 5,901 | 675,057 |
| 1945..... | 555,461 | 100,234 | 1,279 | 5,745 | 662,719 |
| 1946..... | 585,604 | 117,217 | 1,303 | 6,982 | 711,106 |
| 1947..... | 645,252 | 140,930 | 1,294 | 9,471 | 796,947 |
| 1948..... | 698,384 | 162,589 | 1,199 | 11,086 | 873,258 |

†Totals do not include trailer permits.

*Included with passenger vehicles.

REPORT OF FINANCIAL RESPONSIBILITY DIVISION, 1948**Suspensions of Drivers' Licenses and Motor Vehicle Permits**

Under the Financial Responsibility provisions of the Highway Traffic Act an all time high of 10,635 suspensions of drivers' licenses and motor vehicle permits were applied in 1948. These were made necessary because the motorists affected were either: (a) convicted of a violation of the Highway Traffic Act following an accident; (b) convicted of a criminal offence involving the use of a motor vehicle; (c) convicted of a violation of the Highway Traffic Act and drivers' licenses or motor vehicle permits suspended by the court; or (d) failed to satisfy a judgment for damages arising out of a motor vehicle accident.

The abnormal increase of 36.6 per cent from the previous year's total appears to have been the result of two factors: (1) a large increase in the number of convictions reported by the courts; and (2) the broadening of the provisions of the law in 1947 which included additional offences requiring the suspension of licenses and permits.

Not only persons who were convicted of such serious offences as dangerous driving, drunk driving, failing to remain at the scene of an accident, etc., were ruled off the road under this legislation, but also persons who, following accidents, were convicted of having inadequate lights, defective brakes, making improper turns at intersections, failing to stop at a through highway, failing to report an accident, illegal parking and many other so-called minor offences. More than four thousand (4,367) or forty-one per cent of the total were applied following careless driving convictions. A total of 1887 were the result of convictions which, prior to July 1, 1947, would not have required suspensions. It will be noted that the percentage increase for drunk driving was 13.3 as compared with 29.3 for careless driving and an over-all increase of 36.6 per cent.

Every motorist affected by this legislation is denied the privilege of driving for at least two years unless proof of financial responsibility—proof of ability to satisfy future judgments—is filed to the extent of \$11,000.00. Of the total, 3,404 or 32 per cent were able to secure insurance certificates or file a surety bond or securities and their driving privileges were reinstated. There were 6,335 suspensions rescinded in 1948 either because satisfactory proof of financial responsibility was given, or because a period of two years or more had expired.

The Highway Traffic Act empowers the Minister to suspend or cancel a license or permit for misconduct or for any reason he deems sufficient. Before any action is taken pursuant to this authority each case receives very careful consideration. Nevertheless it was found necessary to rule some 369 drivers off the road under this legislation. The chief causes were: (1) a physical or mental disability; (2) failure to pass a driving examination; (3) operating records indicating frequent convictions or numerous accidents. When satisfactory evidence is received that the motorist is a fit and proper person to be licensed to drive, the order is revoked.

The Unsatisfied Judgment Fund

In the 1947 report the legislation providing for the creation of an Unsatisfied Judgment Fund was outlined in detail and it is, therefore, but necessary to state here that this law has two important provisions: (1) The payment of any judgment recovered in a court in Ontario against any person for damages occasioned by a motor vehicle which is found to be uncollectable, up to the limits of \$5,000.00 for death or injury to one person, \$10,000.00 to two or more persons and \$1,000.00 damage to property, arising out of one accident; and (2) the payment of damages for personal injury in the case of so-called "hit and run" accidents (where the identity of the owner and operator of the motor vehicle responsible for the accident cannot be established) up to the limits of \$5,000.00 for death or injury to one person, and \$10,000.00 for two or more persons, arising out of one accident.

This legislation has proved to be very effective and already has offered a measure of protection to many pedestrians as well as motorists in the brief time it has been in effect (since July 1, 1947). As of December 31, 1948, a total of \$139,921.07 had been paid out of the Fund. Some eighty-one persons—having secured judgments against the owners and operators of motor vehicles who were unable to pay for the damage they had caused—have secured payments totalling \$111,936.02. An additional thirteen persons were paid a total of \$27,985.05 for damages for personal injuries received in "hit and run" accidents. In order to demonstrate that the law applies to all motorists regardless of where they may reside, it is interesting to note that in four cases payments have been made to Ontario residents who were unable to collect judgments recovered against residents of one of the other Provinces or one of the States of the United States. Likewise, payments have been made to non-residents from the Fund.

Where a judgment is paid from the Fund the judgment debtor is prohibited from owning or operating a motor vehicle until he has repaid the amount paid, together with interest at four per cent per annum, and has filed proof of his ability to satisfy any future judgments which may be recovered against him. When it is evident that a judgment debtor has any means whereby payment might be made, it is the intention of the Department to take the action necessary to collect the amount owing.

The law provides for the payment of a fee, not exceeding one dollar, to the Unsatisfied Judgment Fund by every person obtaining a driver's license. The amount of the fee is prescribed by the Lieutenant-Governor-in-Council having regard to the condition of the Fund and the amount paid from it during any period. Since this was new legislation and as there was no experience available by which any equitable assessment could be established, it was the decision of Council that an amount sufficient to pay all claims to the end of 1948 would be borrowed from the Consolidated Revenue Fund, and the fee for the following year established having regard to the amount expended up to such time. The fee for 1949 has been set at fifty cents.

The Seizure of Motor Vehicles

Under the provisions of the Highway Traffic Act, persons who ignore orders of suspension of drivers' licenses and motor vehicle permits and who continue to drive are liable to very severe penalties—including fines up to \$500.00 and imprisonment for a term of six months. If a conviction is registered for procuring a permit for a motor vehicle while prohibited from doing so, the motor vehicle is automatically forfeited to the Crown. Since this legislation became effective on July 1st, 1947, a total of twenty-two passenger cars and trucks have been confiscated and sold by tender. By reason of the failure of the owners to observe the order of suspension they suffered a heavy loss as the vehicles were valued at amounts ranging up to \$4,000.00. Every effort is being made to see that these lawless drivers are banned from the highways and the Department is receiving the whole-hearted co-operation of police authorities throughout the Province in enforcing the orders of suspension.

FINANCIAL RESPONSIBILITY SUSPENSIONS APPLIED, 1947-48

| OFFENCE | NUMBER | |
|---|--------|--------|
| | 1947 | 1948 |
| Speeding..... | 31 | 56 |
| Operating without and failing to produce a driver's license..... | 350 | 615 |
| Improper lights..... | 11 | 47 |
| Defective brakes..... | 60 | 198 |
| Improper turning, stopping, signalling, passing, etc., Sec. 39 H.T.A..... | 255 | 898 |
| Failure to report an accident..... | 60 | 230 |
| Careless driving..... | 3,376 | 4,367 |
| Reckless or dangerous driving..... | 664 | 687 |
| Leaving the scene of an accident..... | 512 | 584 |
| Drunk driving..... | 1,014 | 1,149 |
| Theft of motor vehicles..... | 471 | 511 |
| Motor manslaughter..... | 11 | 10 |
| Criminal negligence..... | 1 | — |
| Driving while license suspended..... | 46 | 112 |
| Other offences..... | 63 | 135 |
| Failure to satisfy a judgment..... | 115 | 186 |
| Cancellation of proof of financial responsibility..... | 735 | 850 |
| TOTAL..... | 7,775 | 10,635 |

FINANCIAL RESPONSIBILITY SUSPENSIONS RESCINDED
CALENDAR YEAR 1948

| OFFENCE | NUMBER | | |
|---|-------------|----------------------|--------|
| | F. R. Filed | Expired or Cancelled | Total |
| Speeding..... | 41 | 6 | 47 |
| Operating without a license..... | 198 | 75 | 273 |
| Improper lights..... | 21 | — | 21 |
| Defective brakes..... | 97 | 3 | 100 |
| Improper turning, passing, signalling, stopping, etc., Sec. 39 H.T.A..... | 557 | 12 | 569 |
| Failure to report an accident..... | 98 | 2 | 100 |
| Careless driving..... | 2,266 | 543 | 2,809 |
| Reckless or dangerous driving..... | 264 | 283 | 547 |
| Leaving the scene of an accident..... | 245 | 133 | 378 |
| Drunk driving..... | 339 | 391 | 730 |
| Theft of motor vehicles..... | 14 | 80 | 94 |
| Criminal negligence..... | — | 3 | 3 |
| Motor manslaughter..... | 1 | 4 | 5 |
| Driving while license suspended..... | 10 | 2 | 12 |
| Other offences..... | 67 | 31 | 98 |
| Failure to satisfy judgment..... | 26 | 53 | 79 |
| Cancellation of proof of financial responsibility..... | 263 | 407 | 670 |
| TOTAL..... | 4,507* | 2,028* | 6,535* |

*All totals shown include suspensions applied prior to 1948.

REPORT OF THE ACCIDENT RECORDING DIVISION, 1948

During 1948 there were 27,406 accidents reported to this Division, comprising 673 fatal accidents, 10,571 personal injury accidents, and 16,162 mishaps involving property damage (in excess of \$50.00) only. These accidents resulted in the loss of 740 lives, injury to 14,970 persons and a property damage loss to vehicles and other property amounting to \$7,146,281. The fatality total was exceeded in only two other years (1941 and 1937) but on the basis of miles travelled (gasoline consumption), which is considered to be the most reliable basis for comparison, the death rate was lower than in any year for which records are available. The significance of this reduction is shown by a comparison of the experience of 1929 and 1948. If the 1929 death rate (18.5 deaths per 100,000,000 miles travelled) had applied in 1948 there would have been 1,383 persons killed on our streets and highways, or 643 more than the actual total for that year.

As compared with the increase of 22.9 per cent in total accidents reported, fatal accidents increased by 1.4 per cent from the 1947 figure, while personal injury and property damage only accidents advanced by 15.3 per cent and 29.7 per cent.

Since the termination of the war the greatest advance in the number of accidents reported has been found in those involving property damage only. It is believed that the increased cost of repairs, which places a larger share of accidents in the \$50.00 damage category, has contributed considerably to this situation. New peaks in motor vehicle registrations and in tourist travel have contributed to the increase in accidents involving collisions between motor vehicles. Accidents of this type have shown a much more rapid advance than those involving collisions with pedestrians.

The primary functions of the Accident Division are the compilation of statistics and records necessary in accident prevention. The information made available during 1948 was used along three broad lines of approach: (1) to locate accidents on the King's highways to isolate dangerous locations or areas in order that remedial measures may be taken; (2) to provide statistical and other information for purposes of public safety education; (3) to identify individual drivers whose records, behaviour or condition would seem to require special attention.

As regards the efforts being made to bring about a clearer understanding of the requirements of good driving, statistics were in constant use as a foundation for public education on traffic safety. The press and radio stations were kept supplied with news items, feature articles, illustrations and announcements all based on accident records and the knowledge of safety principles derived therefrom.

Special materials were prepared to assist teachers, chief constables and other persons and organizations most directly concerned with the safety problem. In addition, members of the staff were called upon to address various groups on the subject of accident prevention and related matters. Public safety is a co-operative enterprise and the aim of the various activities is to encourage the support of the individual citizen.

In dealing with accident prevention as an individual problem, increased attention has been given over the years to the driver who, because of age or physical or mental condition or lack of skill is unfitted to drive. To isolate such cases it is the policy of the Department to require a driver having less than one year's driving experience, or those seventy years of age or over, if involved in an accident, to submit to driving and vision tests. The same provision is applied in the case of drivers involved in fatal accidents, and drivers eighty years of age or over are required to provide proof of their ability as a prerequisite to the annual renewal of the license.

Further efforts are directed toward the accident repeater. It is the present policy to call for driving and vision tests if a driver is involved in two accidents in one year, with the purpose of establishing a motorist's ability to drive, but if he continues to be involved more stringent penalties are applied. More than one thousand accident repeaters were required to undergo such tests during 1948. The value of such work is to a large degree educational. The driver is made aware that his driving behaviour is under scrutiny of the Department and continued involvement in accidents or continued failure to observe the traffic regulations can lead to severe penalties.

During 1948 an inspection of all driver-examining stations was carried out and the benefits from the instruction and supervision given have already begun to show by reports received. While conducting the tour of inspection our examiner has been able to familiarize the police officials throughout the Province with the work being done by the Department, and at the same time it has been possible to investigate complaints concerning driving offenders in more remote areas which otherwise could not be dealt with in a satisfactory way. It is believed that such inspections if continued and extended will make a considerable contribution to the effectiveness of the safety activities of the Department.

It will be observed that the efforts at present being taken to stem the current rising tide of accidents on our streets are being directed along two broad lines. Toward the public generally—adults and children, motorists and pedestrians; and secondly, an attempt is being made to influence and control the behaviour of the individual driver. Education of the public to their responsibilities has long been recognized as of prime importance in accident prevention work. Without education much effort spent on engineering and law enforcement would be lost. It is obvious, however, that while such work tends to influence behaviour, and can be considered successful only to the extent this objective is reached, it must be remembered that the final solution of the accident problem rests very much in the hands of the individual driver, pedestrian and bicyclist.

REPORT OF THE PUBLIC VEHICLE DIVISION

Comparative statistics for the five-year period, 1944
to 1948, are shown in the following tables:

NUMBER OF PUBLIC COMMERCIAL VEHICLE OPERATORS' LICENSES ISSUED

| CLASS OF LICENSE | 1944 | 1945 | 1946 | 1947 | 1948 | % Change | |
|------------------|-------|-------|-------|-------|-------|-------------|---|
| A..... | 248 | 251 | 259 | 275 | 256 | 6.9 | D |
| B..... | 39 | 38 | 42 | 44 | 42 | 4.5 | D |
| C..... | 688 | 714 | 751 | 787 | 741 | 5.8 | D |
| D..... | 232 | 213 | 248 | 269 | 295 | 9.7 | I |
| E..... | 654 | 656 | 669 | 710 | 689 | 3.0 | D |
| F..... | 1,681 | 1,650 | 1,923 | 2,049 | 2,289 | 11.7 | I |
| H..... | 131 | 135 | 145 | 152 | 149 | 2.0 | D |
| F.S..... | — | — | — | 104 | 182 | — | I |
| TOTAL..... | 3,673 | 3,657 | 4,037 | 4,390 | 4,643 | 5.8 | I |

NUMBER OF PUBLIC COMMERCIAL VEHICLES LICENSED

| CLASS OF LICENSE | 1944 | 1945 | 1946 | 1947 | 1948 | % Change | |
|-----------------------------------|-------|-------|-------|--------|--------|-------------|---|
| A..... | 3,156 | 3,290 | 3,701 | 4,027 | 4,390 | 9.0 | I |
| B..... | 52 | 53 | 57 | 53 | 66 | 24.5 | I |
| C..... | 1,348 | 1,513 | 1,673 | 1,834 | 1,860 | .9 | I |
| D..... | 561 | 547 | 712 | 922 | 1,026 | 11.3 | I |
| E..... | 846 | 834 | 862 | 881 | 921 | 4.5 | I |
| F..... | 1,913 | 1,928 | 2,383 | 2,926 | 3,026 | 3.4 | I |
| H..... | 321 | 359 | 422 | 464 | 495 | 6.7 | I |
| F.S..... | — | — | — | 120 | 278 | — | |
| TOTAL..... | 8,197 | 8,524 | 9,810 | 11,227 | 12,062 | 7.4 | I |
| PUBLIC VEHICLE OPERATORS LICENSED | | | | | | | |
| P.V. Licenses..... | 146 | 176 | 198 | 217 | 217 | — | |
| P.V. (School) License..... | 407 | 461 | 549 | 752 | 906 | 20.5 | I |
| TOTAL..... | 553 | 637 | 747 | 969 | 1,123 | 17.1 | I |
| PUBLIC VEHICLES LICENSED | | | | | | | |
| P.V. (Buses)..... | 1,610 | 1,750 | 1,986 | 2,405 | 2,500 | 3.9 | I |
| P.V. (School Buses)..... | 424 | 491 | 582 | 912 | 1,138 | 24.8 | I |
| TOTAL..... | 2,034 | 2,241 | 2,568 | 3,317 | 3,638 | 9.7 | I |

PROVINCE OF ONTARIO
MOTOR VEHICLES BRANCH

SUMMARY OF MOTOR VEHICLE ACCIDENT STATISTICS

ONTARIO

DURING YEAR, 1946.

| NUMBER OF ACCIDENTS | | | | | | | | | | NUMBER OF PERSONS KILLED | | | | | | | | | | NUMBER OF PERSONS INJURED | | | | | | | | | | 10. Weather Conditions | | NUMBER OF ACCIDENTS | | | | 14. NATURE OF INJURIES | | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------------|--|--|--|--|--|--|--|--|--|--------------------------|--|--|--|--|--|--|--|--|--|---------------------------|--|--|--|--|--|--|--|--|--|------------------------|--|---------------------|--|-----------------|--|------------------------|--|--|--|-------|--|-----------------|--|-----------------|--|------|--|------|--|-----|--|-----|--|-----|--|-----|--|-----|--|------|--|-----|--|------|--|------|--|------|--|------|--|-----|--|-----|--|------|--|------|--|
| 1. TYPE OF ACCIDENT | | | | | | | | | | 2. HOUR OF OCCURRENCE | | | | | | | | | | 3. DAY OF OCCURRENCE | | | | | | | | | | Total | | Fatal | | Personal Injury | | Property Damage | | Total | | Fatal | | Personal Injury | | Property Damage | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Collision with pedestrian | | | | | | | | | | 1. 12 to 1 A.M. | | | | | | | | | | 1. Sunday | | | | | | | | | | 4018 | | 92 | | 1609 | | 2312 | | 1. Fractured skull | | 398 | | 334 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Collision with motor vehicle | | | | | | | | | | 2. 1 to 3 A.M. | | | | | | | | | | 2. Monday | | | | | | | | | | 3336 | | 89 | | 1271 | | 1590 | | 2. Crushed chest | | 66 | | 2168 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Collision with horse-drawn vehicle | | | | | | | | | | 3. 3 to 5 A.M. | | | | | | | | | | 3. Tuesday | | | | | | | | | | 3187 | | 66 | | 1226 | | 1907 | | 3. Convulsion of brain | | 19 | | 367 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Collision with R. B. truck | | | | | | | | | | 4. 5 to 8 A.M. | | | | | | | | | | 4. Wednesday | | | | | | | | | | 3151 | | 74 | | 1192 | | 1659 | | 4. Serious general shock with lacerations and cuts | | 11 | | 427 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Collision with street car | | | | | | | | | | 5. 8 to 12 P.M. | | | | | | | | | | 5. Thursday | | | | | | | | | | 3294 | | 92 | | 1416 | | 1914 | | 5. Laceration of scalp and skull | | 289 | | 309 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. Collision with other vehicle | | | | | | | | | | 6. 12 to 2 P.M. | | | | | | | | | | 6. Friday | | | | | | | | | | 4532 | | 104 | | 1753 | | 2680 | | 6. Other injuries apparent, dislocations, wounds, etc. | | 3 | | 788 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. Collision with fixed object | | | | | | | | | | 7. 2 to 4 P.M. | | | | | | | | | | 7. Saturday | | | | | | | | | | 3847 | | 17 | | 131 | | 194 | | 7. Cuts (glow belts) | | 3 | | 788 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. Collision with bicycle | | | | | | | | | | 8. 4 to 6 P.M. | | | | | | | | | | 8. Not stated | | | | | | | | | | 284 | | 1 | | 28 | | 257 | | 8. Drunken | | 8 | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9. Collision with railway car | | | | | | | | | | 9. 6 to 10 P.M. | | | | | | | | | | 9. Not stated | | | | | | | | | | 284 | | 1 | | 28 | | 257 | | 9. Asphyxiated | | 8 | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10. Miscellaneous | | | | | | | | | | 10. Not stated | | | | | | | | | | 10. Not stated | | | | | | | | | | 284 | | 1 | | 28 | | 257 | | 10. Not stated | | 8 | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | TOTALS | | | | | | | | | | TOTALS | | | | | | | | | | 27406 | | 673 | | 10571 | | 16168 | | 734 | | 7190 | | 138 | | 391 | | 4077 | | 85 | | 121 | | 577 | | 163 | | 150 | | 561 | | 1370 | | 621 | | 1856 | | 7026 | | 3013 | | 1012 | | 800 | | 642 | | 9759 | | 5211 | |
| NUMBER OF ACCIDENTS | | | | | | | | | | NUMBER OF DRIVERS | | | | | | | | | | NUMBER OF VEHICLES | | | | | | | | | | 12. THE PEDESTRIAN | | NUMBER OF ACCIDENTS | | | | 15. THE ROAD | | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Sex | | | | | | | | | | 1. Age | | | | | | | | | | 1. Condition | | | | | | | | | | Total | | Fatal | | Personal Injury | | Property Damage | | Total | | Fatal | | Personal Injury | | Property Damage | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Male | | | | | | | | | | 1. Under 18 years | | | | | | | | | | 1. Inexperienced | | | | | | | | | | 41563 | | 628 | | 140 | | 382 | | 1667 | | 41194 | | 606 | | 159 | | 326 | | 1592 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Female | | | | | | | | | | 1. 18 to 24 years | | | | | | | | | | 1. Experienced | | | | | | | | | | 2105 | | 29 | | 740 | | 133 | | 2105 | | 29 | | 740 | | 133 | | 2105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. 25 to 34 years | | | | | | | | | | 1. Not stated | | | | | | | | | | 1369 | | 25 | | 168 | | 850 | | 1369 | | 25 | | 168 | | 850 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. 35 to 44 years | | | | | | | | | | 1. Not stated | | | | | | | | | | 1840 | | 390 | | 6147 | | 11934 | | 1840 | | 390 | | 6147 | | 11934 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. 45 to 54 years | | | | | | | | | | 1. Not stated | | | | | | | | | | 6183 | | 168 | | 2761 | | 6284 | | 6183 | | 168 | | 2761 | | 6284 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. 55 to 64 years | | | | | | | | | | 1. Not stated | | | | | | | | | | 2849 | | 50 | | 940 | | 1859 | | 2849 | | 50 | | 940 | | 1859 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. 65 to 74 years | | | | | | | | | | 1. Not stated | | | | | | | | | | 1187 | | 35 | | 421 | | 731 | | 1187 | | 35 | | 421 | | 731 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. 75 years and over | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | 8 | | 176 | | 601 | | 593 | | 8 | | 176 | | 601 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 1. Not stated | | | | | | | | | | 593 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

2
ANNUAL REPORT

OF THE

Department of Highways

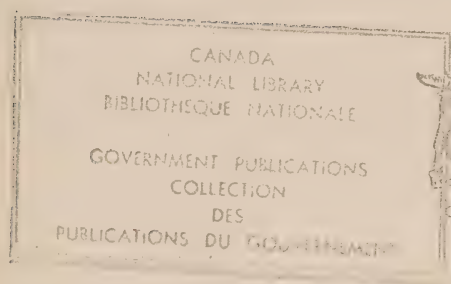
ONTARIO

FOR THE FISCAL YEAR ENDING MARCH 31st

1950

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

SESSIONAL PAPER No. 32. 1951



TORONTO

Printed and Published by Baptist Johnston, Printer to the King's Most Excellent Majesty
1950

CONTENTS

| | Page |
|---|------|
| Highways of Ontario, by J. D. Miller, Deputy Minister..... | 6 |
| Report of Highways Accountant, by John Smith, Accountant..... | 7 |
| Report of Gasoline Tax Branch, by J. H. Robinson, Chief Inspector Gasoline Tax..... | 8 |
| Report of Miscellaneous Permits Branch, by H. R. MacKinnon, Acting Supervisor..... | 9 |
| Report of King's Highway Operation, by A. A. Smith, Chief Engineer..... | 10 |
| Report on Municipal Roads, by J. A. P. Marshall, Chief Municipal Engineer..... | 81 |
| Appendices: | |
| 1. Department Expenditure on King's Highways, Development Roads, Roads in Un- incorporated Townships, etc., by Counties and Districts..... | 101 |
| 2. Department Expenditure by Roads..... | 121 |
| 3. Schedule of Assumptions and Revisions..... | 126 |
| 4. Bridges Completed During 1948..... | 128 |
| 5. Growth of County Road Expenditure and Provincial Grants..... | 132 |
| 6. County Road Mileage and Expenditure..... | 133 |
| 7. Summary of County Road Expenditures..... | 134 |
| 8. Summary of Road Expenditures in Organized Townships..... | 136 |
| 9. Mileage of Road Surfaces at the End of 1949..... | 138 |
| 10. Summary of Expenditures on Urban Streets..... | 140 |
| 11. Mileages of King's Highways in Ontario..... | 141 |
| Report of Motor Vehicles Branch, by J. P. Bickell, Registrar..... | 142 |

TO THE HONOURABLE RAY LAWSON, O.B.E.,
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:—

The undersigned has the honour to transmit the Annual Report of the Department of Highways, Ontario, for the fiscal year ending March 31st, 1950.

Respectfully submitted,

Geo. H. Doucett,
Minister.

Department of Highways, Ontario.

Toronto, March 21, 1950.

TO THE HONOURABLE GEO. H. DOUCETT,
Minister of Highways, Ontario.

Sir:—

I have the honour to present herewith Report on the activities of the Department of Highways for the Fiscal Year ended 31st March, 1950.

The Report covers operations and functions performed by the various branches, including King's Highways, Municipal Roads, Bridge Construction, Accounting, Gasoline Tax and Motor Vehicles.

I have the honour to be, Sir,

Your Obedient Servant,

J. D. Millar,
Deputy Minister.

Department of Highways, Ontario.

Toronto, March 21st, 1950.

HIGHWAYS OF ONTARIO

J. D. Millar, Deputy Minister

In the period covered by this Report for the fiscal year ending March 31, 1950, the revenue and expenditure of the Department again reached a new high. Total cost to the Province for construction, maintenance and financial assistance to the municipalities totalled approximately \$73,300,000. Receipts from all sources totalled approximately \$76,400,000., an increase of more than \$8,000,000. over the previous year.

Even with this large expenditure (equal to one-quarter of the entire Provincial budget), it was found that highway expansion was not keeping pace with the unprecedented demand. The population of the Province continued to rise at the rate of nearly 10,000 per month and all public utilities were overtaxed to keep pace. As with housing, schools, telephones, water supply and electric power, the highway facilities could not relieve the congestion on the main trunk routes.

The following is the comparison of the last ten years:

| | POPULATION | MOTOR VEHICLE REGISTRATION | PROVINCIAL EXPENDITURE ON HIGHWAY IMPROVEMENT |
|------|------------|-------------------------------|---|
| 1939 | 3,440,000 | 724,400 | \$31,860,000 |
| 1949 | 4,074,000 | 969,300 | 73,300,000 |

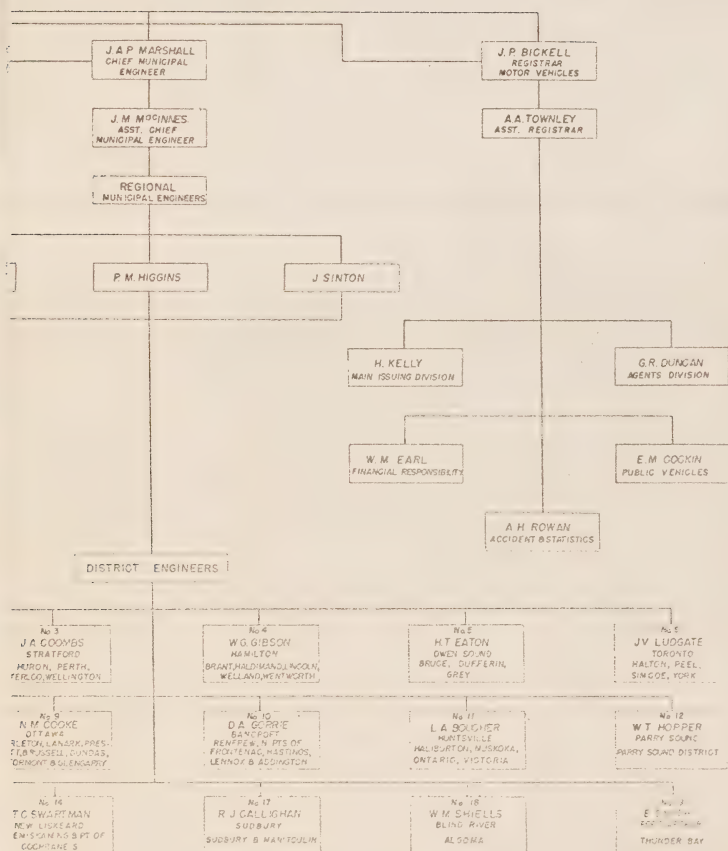
With the ratio of motor vehicle ownership approaching that of one for every four of population and the number of vehicles increased forty per cent over pre-war figures, it was found that it was not possible to increase the highway mileage within the current revenues. Following an intensive study of present conditions and indicated future trends, it was decided therefore to embark on an expansion programme as was done in the period between 1920 and 1930. The Provincial Legislature in February, 1950, approved a plan setting aside an average of \$30,000,000. per year for a five-year period to be devoted to new construction on the King's Highways. Added to the sum of \$75,000,000. per year available from current revenues, this meant that an average of \$105,000,000. per year, or a total of more than half a billion dollars, will be devoted to highway improvement in the next five years.

During the year an additional 204 miles of Bituminous Hot-Mix pavement and 254 miles of mulch surface were laid by the Department, reducing by 458 miles the gravel surface on the King's Highways and Secondary Roads. Meetings were held with the Federal authorities leading to the signing of an agreement to build and pave to uniform standards a Trans-Canada highway across the Province.

The Report of the Municipal Roads Branch shows that subsidies in aid of Municipal Road improvement totalled \$20,130,000. as compared with \$16,800,000. in 1948 and \$14,800,000. in 1947. Development Road expenditures totalled \$2,440,000. as compared with \$1,480,000. in 1948.

The Report of the Motor Vehicles Branch shows substantial increases in revenue, in registrations—and in the number of recorded deaths due to motor vehicle accidents. A total of 830 persons lost their lives in 1949 with an additional 17,469 suffering injury. Over 18,000 citizens condemned to death or injury in a twelve month period! Surely in this generation, which has found the means of reducing death due to disease and industrial accidents, a method can be found to reduce the tragic toll taken by carelessness on the highways of the Province.

HIGHWAYS



H I G H W A Y S

1949

REPORT OF THE HIGHWAYS ACCOUNTANT

By John Smith, Chief Accountant

To J. D. MILLAR, ESQ.,
Deputy Minister of Highways

The following is a summary of the Receipts and Disbursements of the Department of Highways for the fiscal year, April 1st, 1949 to March 31st, 1950:

RECEIPTS

| | |
|---------------------------------------|-----------------|
| Gasoline Tax Branch | \$58,234,333.76 |
| Motor Vehicles Branch | 17,343,537.75 |
| Permits: Garages, Signs, etc. | 143,941.41 |
| Unsatisfied Judgment Fund. | 683,917.87 |
| Miscellaneous | 50,002.69 |
| | <hr/> |
| | \$76,455,733.48 |

DISBURSEMENTS

| | |
|---|-----------------|
| King's Highways, Development Roads, etc. | \$46,377,453.50 |
| Roads in Unincorporated Townships, etc. | 621,765.04 |
| Development Roads, Part IVB, H.I.A. | 2,443,344.72 |
| | <hr/> |
| | \$49,442,563.26 |
| Subsidies in aid of County Roads. | \$6,921,547.24 |
| Subsidies in aid of Township Roads and Indian Reserves. | 8,658,125.77 |
| Subsidies in aid of Cities, Towns and Villages. | 4,550,703.10 |
| Unsatisfied Judgment Fund. | 540,932.66 |
| Administration, etc. | 3,208,728.12 |
| | <hr/> |
| | \$73,322,600.15 |

REPORT OF GASOLINE TAX BRANCH

By J. H. Robinson, Chief Inspector Gasoline Tax

Memorandum to J. D. MILLAR, Esq.,
Deputy Minister of Highways.

The following data relative to the Gasoline Tax Branch is respectfully submitted covering the fiscal year 1949-50:

GROSS REVENUE

| | |
|--|------------------------|
| Receipts from Vendors under Agreement..... | \$67,744,928.21 |
| Receipts from Importers..... | 87,667.77 |
| Receipts re Fuel Oil Consumption..... | 487,096.75 |
| Receipts re Miscellaneous Items..... | 35,395.86 |
| Tax recovered re Bad Debt Deductions..... | 1,885.76 |
| | <u>\$68,356,974.35</u> |

REFUNDS

| | Per Cent | Number of Claims | | Value |
|----------------------|-------------|---------------------|----|------------------------|
| Airplanes..... | 7.6 | 748 | \$ | 765,838.15 |
| American..... | 0.6 | 1,305 | | 61,392.74 |
| Cities and Towns.... | 0.2 | 206 | | 17,015.78 |
| Cleaning..... | 2.2 | 1,535 | | 219,859.65 |
| Contracting..... | 3.4 | 1,572 | | 349,777.54 |
| Farming..... | 57.6 | 133,460 | | 5,837,460.57 |
| Govt. of Canada.... | 0.7 | 138 | | 66,690.69 |
| Lumbering..... | 2.8 | 1,369 | | 283,303.78 |
| Manufacturing..... | 15.8 | 2,436 | | 1,602,946.29 |
| Miscellaneous..... | 0 | 3 | | 556.54 |
| Motor Boats..... | 2.6 | 6,844 | | 263,707.16 |
| Railways..... | 1.0 | 94 | | 101,966.10 |
| Stationary Engines.. | 5.5 | 8,908 | | 558,326.52 |
| | | 158,618 | | <u>\$10,128,841.51</u> |

NET REVENUE FROM GASOLINE TAX..... \$58,228,132.84

GASOLINE HANDLING LICENSES

| | Number Issued for the Calendar Year 1949 | | |
|-------------------|--|----|----------|
| Agents..... | 2 | \$ | 50.00 |
| Importers..... | 46 | | 41.00 |
| Mixers..... | 149 | | 141.03 |
| Refiners..... | 9 | | 9.00 |
| Transporters..... | 2,095 | | 2,218.83 |
| Wholesalers..... | 757 | | 3,741.06 |
| Retailers..... | 11,806 | | 0 |
| | 14,864 | \$ | 6,200.92 |

TOTAL NET REVENUE..... \$58,234,333.76

Increase over previous
fiscal year

| | |
|---|------------------------|
| Gross Revenue..... | 10.7% |
| Net Revenue..... | 10.8% |
| Tax Refunds..... | 10.6% |
| Tax paid on 624,229,440 gallons..... | 59,571,931 gals. 10.5% |
| Tax refunded on 92,076,449 gallons..... | 8,772,972 gals. 10.5% |
| Fuel Oil Tax paid on 4,546,053 gallons..... | 265,600 gals. 6.2% |

REPORT OF THE MISCELLANEOUS PERMITS BRANCH by H. R. MacKinnon—Acting Supervisor

To: J. D. MILLAR, Esq.,
Deputy Minister of Highways

I have the pleasure to submit the following 1949-50 Fiscal Year Report:

BUILDING PERMITS

| | |
|-------------------------------|-----------------|
| Number of Permits Issued..... | 3517 |
| Value of Buildings..... | \$20,093,379.00 |

SIGN LICENCES

| | |
|--|--------------|
| Licences Issued—\$15.00..... | 444 |
| Licences Issued— 7.50..... | 1753 |
| Licences Issued— 1.00..... | 1476 |
| Licences Issued—\$15.00 (Illuminated Signs)..... | 55 |
| Licences Issued— 7.50 (Illuminated Signs)..... | 82 |
| Licences Issued— 1.00 (Illuminated Signs)..... | 131 |
| TOTAL RECEIPTS..... | \$ 15,590.00 |

PUBLIC GARAGE LICENCES

| | |
|-----------------------------------|--------------|
| Licences Issued—Class "A"..... | 6640 |
| Business Transfers—Class "A"..... | 181 |
| Licences Issued—Class "B"..... | 3628 |
| Business Transfers—Class "B"..... | 48 |
| TOTAL RECEIPTS..... | \$ 79,926.44 |

GASOLINE PUMPS—King's Highway Outlets only.

| | |
|---|--------------|
| Licences Issued \$25.00 (Curb)..... | 311 |
| Licences Issued 5.00 (8 ft. to 25 ft. from the Highway boundary)..... | 3839 |
| TOTAL RECEIPTS..... | \$ 48,424.97 |

Licence fees received, as indicated above, coincide with the Treasury Department Receipts for the Fiscal Year 1949-50.

Garage, Gasoline Pump and Sign Licences, also Building Permits are the issue as of the calendar year, January 1st, to December 31st, 1949.

Annual Report for 1949

KING'S HIGHWAYS OPERATIONS

A. A. Smith, Chief Engineer

During the year 1949-50 the Ontario Department of Highways experienced one of the busiest years and highest expenditure in its history. Only necessary new construction was undertaken with more attention paid to bringing the roads that had suffered the most from lack of necessary maintenance during the war up to proper condition. New construction was expanded and although still hampered to some extent from shortages of material, new projects were commenced and some were completed. The preference was on resurfacing and bringing up to present-day standards many miles of existing highways.

Some of the more important projects included the commencement of the construction of seven large structures at Grade Separations on the Toronto-Barrie Highway and two bridges over the Holland Marsh canals. The grading of a new highway east of Ottawa and north of Highway 17, from Green's Creek easterly which is to be a Controlled Access Highway. Some of our heaviest grading was experienced in the North, which included heavy rock work east of Terrace and West of Marathon for a distance of 15 miles on Highway 17. Many paving projects included such work as the paving of Matheson south on Highway 11 for 16 miles and south from English River for 22 miles; on Highway 17 west of Fort William for 22 miles and also for 20 miles on Highway 17 at Dryden. Considerable work was done in the elimination of curves and grades to provide safe vision in many locations throughout the Province.

Even with the short supply of structural steel, the Department was able to construct a number of bridges, the Frederickhouse River Bridge, on Highway 11 and the Bayfield Bridge, on Highway 21, being two of the larger types. It is interesting to note that the use of the "Bailey Bridge" as a temporary structure, to accomodate traffic, has greatly facilitated this work.

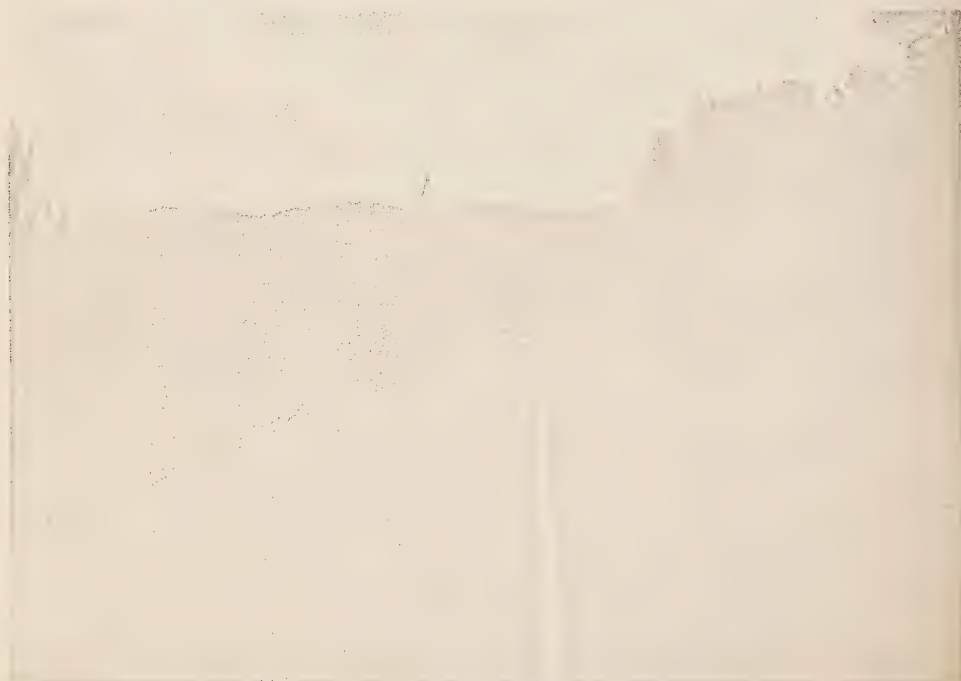
Development, Secondary and Tourist roads were given considerable attention with a view to giving more people comfortable driving to attractive points where fishing and hunting could be enjoyed. A fair portion of the great number of tourists visiting the province annually find their way into these newly developed areas and the development roads are kept in as good condition as possible so that those who enjoy exploring and looking for sites for homes and summer places may do so with ease.

Grading and culvert construction was done on 443 miles of Highways, Secondary, Development and Mining roads. Granular Base was placed on Highways and Secondary roads for a distance of 387 miles. Bituminous Hot Mix Pavement was laid on 204 miles of Highways and Secondary roads. Bituminous Road Mix Mulch was laid on 254 miles of Highways and Secondary roads. Old Highway Pavements and Secondary roads were resurfaced for 222 miles. Bituminous Prime was applied on Gravel surfaces on 2,157 miles of Highways, Secondary and Development roads. A total of 1,216,571 tons of gravel was placed on Highways and Secondary roads. Details of the above will be found in the following pages of this report.

Six new permanent magnetic traffic counters were installed following the satisfactory experience with the two counters of this type which were operated for a year on trial. These are a new type of counter which will give a ribbon record of the traffic for every fifteen minutes in the entire year. They will operate when the road is under water or covered with snow. The extensive training of staff for the Land Surveys Branch, which was commenced after the war, is nearing completion with excellent results in that nineteen Ontario Land Surveyors have been qualified and over one hundred draughtsmen have been trained.



Hon. Geo. H. Doucett, Minister of Highways and J. D. Millar, Deputy Minister of Highways at official opening of new teletype service



The International Boundary on Highway 61 at Pigeon River



Overhead at the Junction of Highway 27 and the new Toronto to Barrie Controlled-Access Highway



Steelwork for underpass on the Toronto to Barrie Controlled-Access Highway at the Maple side road

Routine maintenance was carried out on 7,963 miles of King's Highways, 2,708 miles of Secondary Roads; 219 miles of Development Roads were built and also 9.5 miles of Mining Roads. Considerable weed killing was done by the use of spraying machines and chemicals. Suitable equipment has been built in some Divisions with the idea of finally being able to take care of all the Highways in the Division.

On Highway 21 and on the Toronto-Barrie Highway a new method of seeding slopes was tried out. This consisted of raking top soil and fertilizer into the slope and seeding, then covering with a light layer of bitumen. The slopes varied from 2:1 to 4:1. In four days the grass was growing through the mulch and in thirteen days was three or four inches high. This has withstood some heavy rains without scouring and so far the results obtained are satisfactory.

One Scale House was built during the year making a total of 31. These are used to weigh loaded vehicles with the idea of keeping excessively heavy loads off the highway. Seventeen equipment houses, including ten for salt storage, were built during the year, making a total of 133. The Department is acquiring a large amount of valuable equipment and this must be protected from the weather when not in use. During the year a large amount of maintenance equipment was added. A complete list appears in the following pages of the report.

Eight more railway crossings were protected by flashing lights. Seven more traffic lights were installed at Highway intersections.

Six machines zone-painted 4,363 miles of Highways.

For beautification purposes 43,284 trees and shrubs were planted at various points along Provincial Highways.

During the year 3,273 rods of snow hedges were planted making a total of 19,615 rods. In order to prevent slippery pavement the Department used a total of 483,362 tons of sand and 54,000 tons of chemicals in conjunction with winter maintenance.

Last year the installation of teletype machines on ten Divisions increased the efficiency of reporting road conditions. Road information was more quickly given to the public than has been experienced in previous years on these divisions.

The first Meeting between the Provinces and the Dominion Government, with a view of obtaining agreement in the proposed construction of the Trans-Canada Highway, was held in December, 1949.

SUMMARY

| | |
|--|-------------------|
| Grading, Graveling and Culverts for..... | 442.72 miles |
| Granular Base, placed on..... | 396.17 miles |
| Number of Bridges built By contract — number 30 | |
| By Dept. forces number 29..... | 59 |
| Concrete Pavement built (22' wide)..... | nil |
| Concrete Base, Asphaltic top..... | nil |
| Bituminous Hot Mix Pavement..... | 204.28 miles |
| Bituminous Road Mix Mulch Surface..... | 263.95 miles |
| Bituminous Cold Mix Surface..... | 1.59 miles |
| Bituminous Resurfacing of Old Pavements..... | 221.76 miles |
| Bituminous Surface Treatment..... | 693.46 miles |
| Bituminous Prime on Gravel Surfaces..... | 1,156.92 miles |
| Salt used for de-icing roads..... | 49,602.55 tons |
| Calcium Chloride used for de-icing roads..... | 4,589.25 tons |
| Calcium Chloride used for dust layer..... | 3,256.96 tons |
| Crushed Gravel and Stone..... | 1,216,570.78 tons |
| Right-of-Way Fences erected..... | 370.18 miles |
| Snow Fences erected, dismantled and stored..... | 1,783.93 miles |
| Sand for winter maintenance..... | 483,362.0 tons |
| Roads snow-ploughed and kept open..... | 10,757.86 miles |
| Equipment Storage houses (erected 1949) 7 for equipment..... | |
| 19 for salt..... | |
| 12 Total to date | 133 |

| | | |
|---|-----|----------------|
| Shrubs received from the D.H.O. Nurseries..... | No. | 43,284 |
| Maintenance of Roadside Picnic Places, Total number..... | | 960 |
| Maintenance of Tables and Benches in Roadside Picnic Places | | |
| Total number..... | | 1,064 |
| Maintenance of Tables and Benches in Off-road Parks, Total | | |
| number..... | | 730 |
| Maintenance of Off-road Park Areas..... | | 1,474.58 acres |
| Maintenance of Snow Hedges—Planted 1949, 3,273 rods—Total | | |
| to date..... | | 19,615.0 rods |
| Routine Maintenance on King's Highways..... | | 7,962.68 miles |
| Routine maintenance on Secondary Roads..... | | 2,707.5 miles |
| Routine Maintenance on Development Roads..... | | 83.1 miles |
| Development and Mining Roads built..... | | 208.7 miles |
| Maintenance of Scale Houses—erected 1949 1—Total number | | |
| to date..... | | 31 |

BRIDGE BRANCH

During the year 1949 a total of 6,886 lineal feet of bridges were completed by the Department, the more important structures of which are described as follows:

BAYFIELD BRIDGE, HIGHWAY 21

A major diversion was made in Highway 21 at Bayfield and a new bridge consisting of two 100 foot steel deck spans was built up-stream from the old bridge. This diversion eliminated a steep winding approach that existed at the south end of the old bridge and replaced an old narrow bridge of which the abutment and approach had been progressively failing for a number of years.

AUSABLE RIVER BRIDGE, HIGHWAY 83

An 80 foot steel span was built over the Ausable River west of Exeter. This completes the replacement of three bridges between Exeter and Dashwood.

INDIAN CREEK, HIGHWAY 29

A 60 foot span "Horseshoe Arch" concrete bridge was built between Carleton Place and Arnprior.

ROBLIN BRIDGE, HIGHWAY 41

An 80 foot concrete arch span was built over the Salmon River at the Village of Roblin.

SLIGO HILL BRIDGE, HIGHWAY 10

A new 30 foot span bridge was built at the foot of Sligo Hill, the road straightened and grade reduced at this location.

SOUTH RIVER BRIDGE, HIGHWAY 11

An 80 foot span "Horseshoe Arch" concrete bridge was built over South River and a new diversion was graded over the same thereby eliminating two right angle turns in the Village of South River.

MATTAWA RIVER AND ANTOINE CREEK

In co-operation with the Hydro-Electric Power Commission a new bridge was built over the Mattawa River at Mattawa consisting of two 108 foot steel spans. This replaces an old steel bridge built by the Department of Public Works in 1905 and which had previously collapsed under a heavy truck load.

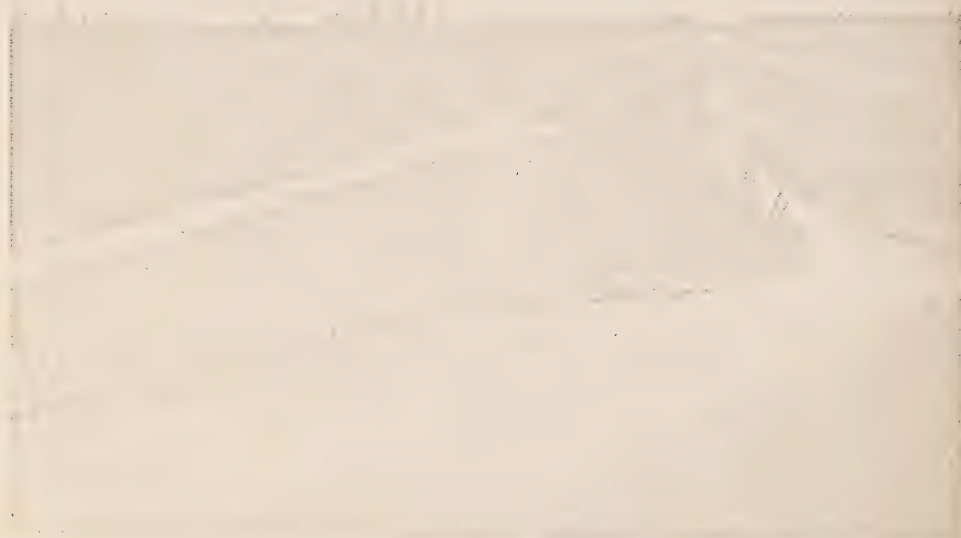
A 60 foot span "Horseshoe" concrete arch was constructed over Antoine Creek. These structures provide access to the La Grande River Development on the Ottawa River above the Town of Mattawa. In each case provision was made for 50 ton loads required for moving equipment to the power site.

LITTLE JOCKO RIVER, HIGHWAY 63

A 60 foot span concrete rigid frame bridge was built over the Little Jokeo River on Highway 63 leading to Temiskaming on the Ottawa River.



Construction of a new bridge on Highway 17 at Iron Bridge



Construction of the Fredrickhouse Bridge on Highway 11 west of Cochrane

BLACK RIVER—HIGHWAY 101

A Bailey Bridge was constructed over the Black River replacing an old timber structure. It consists of one 120 foot span and two 60 foot spans. It has a carrying capacity sufficient for a 50 ton load. This capacity was high enough to allow heavy equipment for the grading of the road and for moving in the plant for the asbestos mine being opened up in that area.

BASS CREEK BRIDGE — Hydro-Electric Pine Portage Development

A special 60 foot Bailey Bridge was erected on the road leading from Nipigon to Pine Portage. It was built in co-operation with the Hydro-Electric Power Commission to carry 50 ton loads to Pine Portage.

FREDERICKHOUSE RIVER BRIDGE

A new steel bridge was completed over the Frederickhouse River a few miles west of Cochrane. It consists of three 103 foot deck spans and two 88 foot deck spans. The road was straightened and the bridge floor level raised thereby eliminating the steep, winding approaches. Work was also carried forward on the Buskegau River Bridge further west but was not completed before winter set in.

VERMILION RIVER BRIDGE — Highway 17

An original steel bridge on the Sudbury-Soo road was replaced by a new bridge and diversion. The former bridge consisted of two 150 foot through steel spans. The new bridge is a multiple steel girder structure consisting of two 84 foot and two 66 foot deck girder spans.

MISSISSAGI RIVER (Iron Bridge) HIGHWAY 17

The Highway was projected straight through at this location eliminating the old single span iron bridge. This "Iron Bridge" was built about 1878 and was therefore a landmark on the "North Shore", the community, therefore, becoming known as Iron Bridge. The new structure consists of three 84 foot girder spans and two 70 foot spans.

**MISSISSAGI RIVER (Tunnel Development)
Thessalon-Chapleau Road**

A similar type structure was built at this location. The existing road and bridge will be flooded by the Hydro-Electric Power Commission "Tunnel Development" on this river thereby requiring a new bridge. The new structure consists of two 84 foot and two 70 foot girder spans.

OXTONGUE RIVER, HIGHWAY 60

An old timber trestle bridge was replaced here with a creosoted pile trestle bridge carrying steel beams and reinforced concrete floor. Seven 20 foot spans were used. The new bridge was built in two halves to allow traffic to be carried during construction.

PETAWAWA BRIDGE (Algonquin Forest Road)

A 300 foot Bailey Bridge consisting of two 80 foot and two 70 foot spans supported on timber cribs was built for the Department of Lands and Forests to provide access to a timber area.

ELK LAKE BRIDGE, HIGHWAY 65

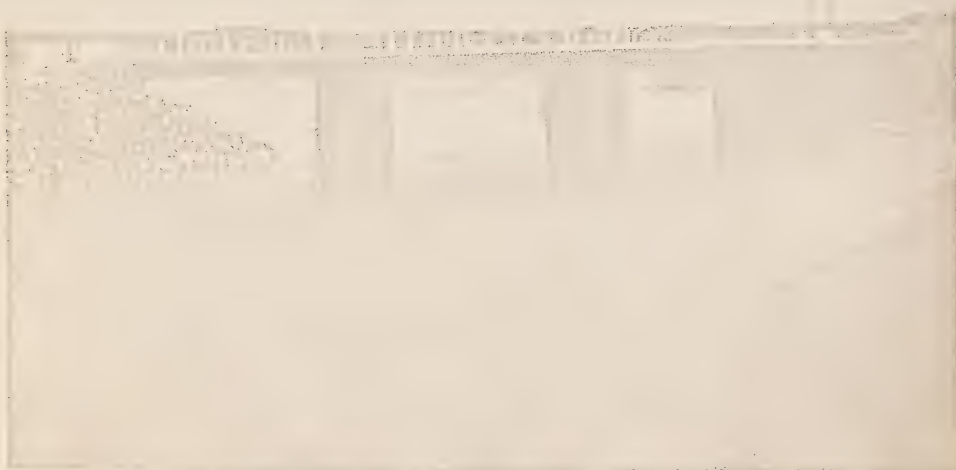
A creosoted pile trestle bridge with steel beams and concrete floor was built over the Montreal River to replace an old timber trestle bridge. Sixteen 20 foot spans were used.

WEST BRANCH, WINNIPEG RIVER, HIGHWAY 17

The old steel bridge was replaced with a new bridge consisting of a 230 foot steel arch, with two 25 foot concrete spans at each end. The steel arches consist of a single 36 inch roller girder spliced at panel points. At the haunches the 36



The old bridge on Highway 17 at Vermillion River



The new bridge on Highway 17 at Vermillion River



New bridge on Highway 60 over the Oxtongue River west of Algonquin Park



A railway overhead on Highway 17 along the Des Joachims revision

inch girder is enlarged by electric web welding to 5 feet in depth. The rock fill approaches had been largely built by relief labour previous to the year 1935.

GRADE SEPARATIONS — TORONTO BARRIE ROAD

A single 108 foot span underpass was completed on the Toronto-Barrie four lane highway east of Cookstown and a 48 foot span Overpass was completed east of Thornton.

Several smaller permanent structures were also built in addition to the usual footage of native timber bridges chiefly in Northern Ontario.

A complete list of structures built during the year is shown in Appendix No.

EQUIPMENT BRANCH

During the year, the following new and replacement equipment was received and distributed:—

| | |
|--------------------------|------------------------------|
| 100 Trucks | 4 Bituminous Mixers |
| 27 Power Graders | 4 Bituminous Heaters |
| 45 Tractors | 1 Shovel mounted on rubber |
| 2 Tractor Compressors | 22 Front loaders |
| 3 Rollers | 27 Hydraulic Snow Plow Units |
| 6 Compressors | 41 Hydraulic Hoists |
| 15 Emulsion Distributors | |
| 2 Cement Mixers | |

In addition the following work was performed in the Engine and Machine Shop:—

- Building and installing 3 Berm Levellers for Power Graders
- Designed and manufactured Automatic hit and miss Zone Line Striper
- Designed and built machine for testing Surveyors Equipment
- Made Template Cutter for Survey Maps
- Built machine for grinding Glass Lense
- Designed and built Model Clover Leaf Exhibit
- Designed and built Ball Mill for Gravel Testing—Soils Lab.
- Built Steel Rack for Humidifier—for Soils Lab.
- Repaired Proctor Hammers—for Soils Lab.

The Earth augers, core drills and mudjacks were maintained in repair until taken over by Branch 42.

Successful results have been obtained by the appointment of five District Supervisors of Equipment for the province. They have satisfactorily co-operated with the Division Engineers in the movement of equipment to points where needed or where emergencies arose as well as supervised the Division Garages and the repair and maintenance of the following major units operated by the Department of Highways:—

| | |
|---------------------------|------------------------------|
| 842 Trucks | 30 Cement Mixers |
| 277 Power Graders | 19 Bituminous Mixers |
| 293 Tractors | 14 Pulvi Mixers |
| 5 Tractor Compressors | 15 Bituminous Heaters |
| 151 Emulsion Distributors | 7 Highway Striping units |
| 51 Rollers | 800 Snow Ploughs with wings. |
| 72 Compressors | |

NEW EQUIPMENT ADDED:

| | |
|-------------------------------------|---------------------------------------|
| 3— $\frac{1}{2}$ ton Pick-up Trucks | 3—Air compressors |
| 1—1 Ton Panel Truck | 4—Caterpillar snow plows |
| 1—Caterpillar tractor | 1—Tractor snow plows |
| 3—Graders on wheels | 5—Snow plows to be attached to trucks |
| 2—Caterpillar graders | 6—Snow wings |
| 5—Swenson Spreaders | 2—Loadmeter scales |



One of the Department Weed-Spraying Units in operation



A berm-levelling device mounted on a Department cut grader, built by Department Staff

Testing Laboratories

SOILS BRANCH

The activities of this Branch during the year included extensive work in construction, research and miscellaneous testing. A summary of the work done under each of these headings is as follows:—

CONSTRUCTION

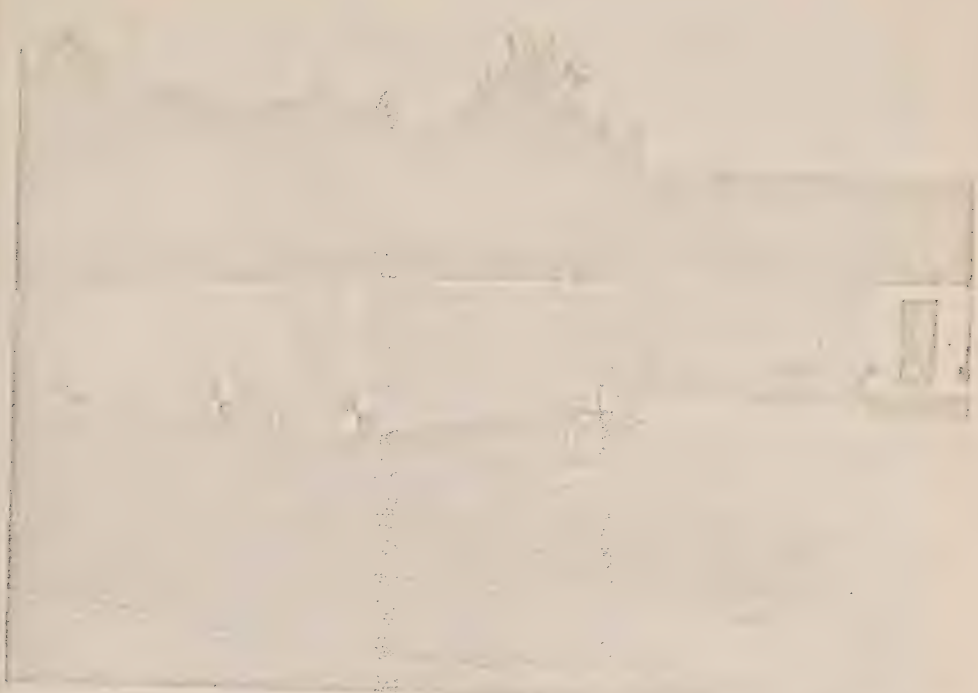
1. Detailed soil surveys..... 373 miles
2. Reconnaissance soil surveys..... 148 miles
3. Spring break-up performance surveys..... 1,425 miles
4. Detailed supervision of Construction Projects
36 contracts..... 245 miles
5. Preparation of Construction Profiles showing sub-grade treatment and source of Soils and Granular Base course 25 contracts..... 175 miles
6. Occasional supervision of Construction Projects
10 contracts..... 115 miles
7. Sub-grade checks (Hand and Power Augers)....where required.

RESEARCH

1. Supporting value of sub-grade soils and Granular Base Courses—
36 locations were tested and statistical analysis of field results was commenced.
2. Soil Classification:—
The majority of geological soil areas were investigated. The various soils types were sampled and tested and the soils profiles were recorded.
3. Design of Bituminous Pavement Mixes—
Testing equipment was designed and calibrated, and tentative test procedures were adopted.
4. Granular Inventory—
Many granular deposits were investigated either by visual inspection and hand sampling or by a 16 foot power auger. The total number of deposits catalogued to date in the Soils Branch is 2,000.

MISCELLANEOUS TESTING:

1. Traffic Paint
42 samples of paint were received from 27 manufacturers and thoroughly tested for suitability on bituminous and concrete pavements. Test strips of each paint were applied on both types of pavement in order to observe wearing qualities.
2. Snow Plow Shoes—
Various types of shoes were tested for wear.
3. Rock Salt—
Grading analysis was done on 15 samples.
4. Banox Investigation—
Banox was added to an ice control rock salt to ascertain if the corrosive action of salt on motor vehicles could be retarded.
5. Miscellaneous Chemical Work—
Calcium chloride analysis
Pollution of farm land by ice control salts.



One of the Department's portable camps at Crow Lake on Highway 70



Another view of the Department's portable camp

The majority of testing was performed at the Sheppard Avenue Laboratory, but a certain amount of samples, during the construction season, were tested at the district laboratories at London and Kingston.

Following is a summary of the samples tested;

| | |
|--|-------|
| 1. Routine Soils samples..... | 2,840 |
| 2. Routine Granular Base Course samples..... | 923 |
| 3. Load Testing samples..... | 1,399 |
| 4. Miscellaneous Soils Research..... | 327 |
| 5. Granular Research..... | 220 |
| 6. Bituminous Aggregate Research..... | 48 |
| 7. Ice control..... | 35 |

ASPHALT and CONCRETE LABORATORIES

During the season under consideration attention was given to the selection and proportions of aggregates to be used in asphalt and Portland Cement concrete so that the most practical mixtures could be obtained. Routine supervision was carried out during construction of pavements and structures.

The following routine and check tests have been carried out during the year:

| | |
|--|-------|
| Tests on shipments of asphalt and check tests on paving mixes..... | 3,000 |
| Routine compression tests on concrete cylinders..... | 1,725 |
| Samples of aggregate tested..... | 750 |

The following tests were made for research purposes:

| | |
|--|-----|
| Samples of aggregate tested..... | 100 |
| Compression tests on concrete cylinders..... | 180 |

The portion of the season used for research purposes was spent in testing possible sources of aggregate for Toronto-Barrie Highway. In addition to some concrete research involving comparison tests of volume batching vs. controlled design mixes; comparison of additives vs. plain concrete; and comparison of some commercial sources of aggregate for concrete. In addition, some time was spent in the design of bituminous concrete mixes.

FORESTRY and SAFETY DEVICES

HIGHWAY LIGHTING

During the year, seven new traffic signals were installed at various points throughout the Province. A complete overhaul of the 14 traffic signals on the Queen Elizabeth Way was carried out. In the Windsor area an old type traffic signal was removed and a modern type signal installed. Additional signal heads were installed at two points on the Queen Elizabeth Way. Modern magnetic detectors and relay units were installed on five existing traffic signals. Seven new flashing signals were installed at various points. Several sections of the overhead lighting which are being used were maintained throughout the year.

ZONE PAINTING

In the season of 1949-50, six machines with crews totaling 48 men applied 35,044 gallons of paint to 4,363 miles of Highways through the Province. A new type of reflectorized paint was applied on Highway 11 from Toronto to Severn Bridge.

| Division | Gals. Applied | Miles Painted | Cost |
|----------------------|---------------|---------------|------------|
| 1. CHATHAM..... | 1,590 | 331.7 | 9,475.75 |
| 2. LONDON..... | 2,175 | 319.8 | 12,190.95 |
| 3. STRATFORD..... | 2,226 | 302.5 | 11,606.77 |
| 4. HAMILTON..... | 3,917 | 409.5 | 27,864.44 |
| 5. OWEN SOUND..... | 1,746 | 252.1 | 8,561.83 |
| 6. TORONTO..... | 5,026 | 489.3 | 35,780.38 |
| 7. PORT HOPE..... | 3,244 | 365.3 | 20,338.26 |
| 8. KINGSTON..... | 3,166 | 438.9 | 19,144.45 |
| 9. OTTAWA..... | 2,680 | 314.3 | 16,985.20 |
| 10. BANCROFT..... | 1,656 | 230.7 | 7,694.68 |
| 11. HUNTSVILLE..... | 2,763 | 269.7 | 13,628.89 |
| 13. NORTH BAY..... | 1,330.5 | 192.0 | 6,003.51 |
| 14. NEW LISKEARD.... | 1,534.3 | 152.9 | 7,087.87 |
| 17. SUDBURY..... | 457 | 53.4 | 2,134.56 |
| 18. BLIND RIVER..... | 456 | 50.2 | 2,014.70 |
| 19. FORT WILLIAM.... | 657 | 70.8 | 3,174.20 |
| 20. KENORA..... | 2,166.3 | 119.0 | 10,129.69 |
| TOTAL..... | 36,790.1 | 4,362.1 | 213,826.13 |

FORESTRY

The planting of trees and shrubs for beautification of the Highways throughout the Province required the handling and placing of a total of 91,593 trees. Of this total 43,284 trees were raised at Department Nurseries situated at Midhurst and London, while 17,138 trees were purchased from private nurseries. Total mileage planted as snow hedges was 19,615 rods. General routine maintenance of existing plantings was carried out during the season. Weed spraying of approximately 2,000 miles was supervised, with apparent good results.

SURVEYS BRANCH TITLE SURVEYS

The summary of the work completed for the fiscal year 1949-50 by the Title Surveys Division of the Surveys Branch is as follows:

1. 264 Land Plans were prepared from field surveys along 353 miles of highway covering an area of 2,278 acres and including 2,165 owners.

2. 269 Land Plans were prepared from previous survey records along 89 miles of highway covering an area of 1,339 acres and including 580 owners. Plans of abandonment and deeding away are included.

3. 28 plans and surveys of gravel pits, covering an area of 386 acres and including 31 owners.

4. 86 Crown Land surveys and plans along 161 miles of highway covering an area of 1,719 acres.

The total for the above is listed as follows:

| No. of Plans | No. of Miles | No. of Acres | No. of Owners |
|--------------|--------------|--------------|---------------|
| 647 | 603 | 5,722 | 2,776 |

5. 4,478 concrete monuments were planted and 654 iron bars were set in rock, making a total of 5,132 permanent highway markers.

6. 37 plans were prepared from photostats of deeds on special legal size tracing forms. No areas or mileages were taken.

7. The Planning Act requires that all plans of proposed subdivisions in the province be submitted to the Department of Planning and Development for



One of the Department's roadside parks on Highway 61 at Middle Falls on the Pigeon River



The Department asphalt plant while paving Highway 17 near Mattawa

approval. Each plan is examined by the Department of Highways to determine if the owner will be required to dedicate right of way for highway purposes and, if so, to decide upon the amount of dedication.

The following is a summary of the number of proposed subdivision plans examined.

| | |
|---|-------|
| October, 1945 to the end of March, 1946 | 233 |
| 1946—1947 | 697 |
| 1947—1948 | 578 |
| 1948—1949 | 806 |
| 1949—1950 | 873 |
| TOTAL | 3,187 |

8. For the Department of Indian Affairs, Canada, 3 plans were prepared entailing 8 miles of survey and containing 11 acres.

9. For the Department of Labour 4 descriptions were prepared to accompany plans for various Industry Zones.

10. For the Department of Public Works the summary of work completed is as follows:

9 surveys, including plans and descriptions, for Radio Tower Sites located in various parts of the province.

1 survey, including plan and description, of Hospital Site in the Village of Bancroft.

1 survey, including plan and description, for a Normal School located at Peterborough.

11. For the Department of Agriculture 2 plans were prepared of part of the Fruit Terminal, Township of Etobicoke.

Following the programme of training, during the fiscal year 28 trainees completed the course of instruction for regular draughtsmen, 8 completed the course of instruction for tracers.

In 1950 ten Ontario Land Surveyors apprentices passed and one failed their final examinations, leaving a total of 13 apprentices on the staff.

LOCATION SURVEYS

While operating with a somewhat smaller staff than in the previous two years, due to the opening up of general construction and the establishing by the Department of a construction pool to which the Branch transferred a total of 17 field men or draughtsmen during the year, a creditable amount of work was accomplished. Study plans of a larger area were prepared, for use in projecting new locations, more plans of existing Highways were brought up to date, quantity estimates received from outside. Branches were checked and a test of Origin-Destination Traffic survey for the proposed Toronto By-Pass, together with 16 Intersection Traffic Surveys and Traffic volume counts, formed the year's work, which is outlined in more detail below.

Aerial Study Plans

Various portions of the Province where new, or improved locations for Highways are proposed, were mapped out. These sections covered 6,061 square miles. Of these areas, a total of 97 square miles of contours were prepared by the Multiplex machine, and were used to compute quantity estimates of the proposed locations. 479 miles of new locations were projected on study plans or photographs for use in the field. The different areas covered are listed as follows:

| Area | Mapped | Contoured | Location |
|------------------------------|---------------|-----------|----------|
| Rockland-Plantagenet | 100 Sq. Miles | | 36 Miles |
| Lanark-Caledonia | 210 " " | | 22 " |
| Mapleton | | | 21 " |
| Maynooth | | | 4 " |
| Crown Hill-Watkinsburg | 70 " " | | 54 " |
| Port Severn-McTier | | | 61 " |

| | | | | | | |
|-------------------------------|------|---|---|--------------|----|----|
| Perry Sound..... | 40 | " | " | 40 Sq. Miles | 14 | " |
| Perry Sound-French River..... | 440 | " | " | | 64 | " |
| Anglehart-Elk Lake..... | 220 | " | " | | 31 | " |
| Webbwood Relocation..... | | | | | 10 | " |
| Hillerville-Hinkler Lake..... | 432 | " | " | | 79 | " |
| Cochrane-Hearst..... | 1064 | " | " | | | |
| Hearst-Nipigon..... | 2000 | " | " | | | |
| White River-Schreiber..... | 900 | " | " | 43 | " | 10 |
| Schreiber-Nipigon..... | | | | 14 | " | 21 |
| Nipigon-Port Arthur..... | 585 | " | " | | | 60 |

The Pontypool-Peterborough profile prepared from Multiplex contours during the previous year, this year was run in the field. It was found to show an average variation of 3.8 feet, being well within the limits of half the interval for a 10-foot contour map. The experience gained from this work will develop much closer results in the future.

Field Surveys and Plans

The re-surveying of existing Highways to bring the plans, profiles and office information up to date, also the laying out of necessary revisions during the field survey again formed the major part of the year's work. The alignments on Highways No. 41, 61 and 69 were greatly improved, while the proposed new location for Highway No. 17 was extended easterly to Rockland. A shorter route between Crown Hill and Waubaushe was run, also a by-pass around Orillia completed. Surveys were also made of four Secondary or Development Roads and 17 new bridge sites. During the last month of the year, the control for the proposed new Toronto-Windsor Highway was started.

In all 808.12 miles of field surveys were completed and are classified as follows:

| | |
|-------------------------------------|--------------|
| Control for Study Plans..... | 109.00 miles |
| Existing Highways..... | 554.45 " |
| Revision of Existing Highways..... | 57.24 " |
| Proposed new locations..... | 57.70 " |
| Secondary or Development Roads..... | 29.73 " |

Plans and profiles covering 640.61 miles of the above field surveys were completed during the year, with revised grades being set on most of the profiles, the balance to be completed early during the coming year.

Existing Highways

Plan 1" = 50'

| | | |
|-------------|------------------------------------|------------|
| Highway No. | 2—Ingersoll Westerly..... | 2.72 Miles |
| | London Easterly..... | 2.40 " |
| " No. | 3—Dunnville Westerly..... | 8.40 " |
| | Jarvis Easterly..... | 5.80 " |
| " No. | 3A—Chambers Cors.—Welland..... | 9.27 " |
| " No. | 3A | |
| | & 58—Welland Northerly..... | 4.80 " |
| " No. | 5—Toronto Westerly..... | 1.10 " |
| " No. | 7—Kitchener Easterly..... | 3.25 " |
| " No. | 7A—Peterborough..... | 3.00 " |
| " No. | 7 &— | |
| | 8—Kitchener Westerly..... | 5.10 " |
| " No. | 8—Binkley's Cors.—Peters Cors..... | 6.41 " |
| | Kitchener Southerly..... | 1.62 " |
| " No. | 11—Bradford Southeasterly..... | 2.87 " |
| | Barrie Southerly..... | 0.5 " |
| " No. | 12—Whitby Northerly..... | 1.32 " |
| | Junction No. 7A Northerly..... | 10.07 " |
| " No. | 20—Niagara Falls Westerly..... | 6.63 " |
| " No. | 28—Port Hope—Peterborough..... | 31.31 " |
| " No. | 55—Hamilton Southerly..... | 2.97 " |
| " No. | 69—Bala North and South..... | 4.94 " |
| " No. | 93—Crown Hill Northerly..... | 5.96 " |

Plan 1" = 100'

| | | |
|-------------|----------------------------|------------|
| Highway No. | 2—Gananoque Westerly | 2.84 Miles |
| " | Kingston Easterly | 10.84 " |
| " No. | 3—Dunnville Westerly | 18.42 " |
| " No. | 9—Schomberg Westerly | 13.87 " |
| " No. | 11—New Liskeard Northerly | 20.30 " |
| " | Englehart North and South | 14.45 " |
| " | Kennings Southernly | 22.10 " |
| " No. | 12—Whitby Northerly | 7.98 " |
| " | Coldwater—Waubashene | 4.60 " |
| " No. | 15—Ashton Easterly | 11.05 " |
| " No. | 16—Johnstown Northerly | 18.80 " |
| " No. | 17—Marathon Westerly | 6.00 " |
| " | Jackfish Easterly | 6.42 " |
| " | Nipigon Easterly | 39.79 " |
| " | Port Arthur Easterly | 35.52 " |
| " No. | 35—Newcastle Northerly | 6.65 " |
| " No. | 52—Peters Cors. Southernly | 5.15 " |
| " No. | 58—Welland Southernly | 5.65 " |
| " No. | 61—Fort William Southernly | 28.93 " |
| " No. | 69—Parry Sound Southernly | 20.96 " |
| " | Parry Sound Northerly | 46.76 " |
| " No. | 73—Port Bruce | 1.02 " |
| " No. | 103—Waubashene Northerly | 3.94 " |

Revisions of Existing Highways

| | | |
|-------------|------------------------------|-------------|
| Highway No. | 17—Port Arthur Easterly | 12.55 Miles |
| " No. | 27—Bells Lake | 1.59 " |
| " No. | 41—Northbrook—Denbigh | 11.05 " |
| " No. | 53—Berford | 2.15 " |
| " No. | 61—Fort William—Pigeon River | 10.31 " |
| " No. | 63—Timiskaming Southernly | 5.41 " |
| " No. | 69—Gravenhurst Northwesterly | 9.57 " |

Proposed New Locations

| | |
|------------------------|-------------|
| Rockland Westerly | 19.60 Miles |
| Barnumville—Huron | 6.72 " |
| Pontypool—Peterborough | 23.52 " |
| Crown Hill Northerly | 3.04 " |
| Orillia—Oshawa | 6.42 " |
| Port Severn Northerly | 7.41 " |
| Britt Northerly | 22.50 " |

Secondary or Development Roads

| | |
|-----------------------|------------|
| Perth—Hopetown | 9.90 Miles |
| Westport Northerly | 6.10 " |
| Hoads Station—Surling | 5.90 " |
| Highway No. 3—Welland | 5.83 " |

Bridge Plans

| | |
|-----------------|--------------------------|
| Highway No. | 2—Mill Creek |
| " | Fairchild Creek |
| " No. | 4—Saugeen River |
| " No. | 11—Sharpes Creek |
| " | Muskoka Falls |
| " | High Falls |
| " No. | 17—Aux Sables River |
| " | Angler Creek |
| " No. | 21—Lucknow River |
| " No. | 54—Black Creek |
| " No. | 61—Pine River |
| " No. | 69—Key River |
| " No. | 73—Port Bruce |
| Development Rd. | Mississippi River |
| | Savant Lake—Cedar Dam |
| | to Rat Creek |
| | Pickle Crow—Albany River |

In addition to the above, grades were set on 473.59 miles of profile, completed

in previous years, and some 171.36 miles of Quantity Estimates prepared for future contracts, the more important being:

Existing Highways

| | |
|--------------------------------------|-------------|
| Highway No. 2—Colborne-Brighton..... | 12.96 Miles |
| Hamilton Westerly..... | 18.71 " |
| Paris Westerly..... | 19.32 " |
| London Westerly..... | 25.03 " |
| " No. 3—Simcoe Westerly..... | 4.15 " |
| " No. 6—Arthur Northerly..... | 6.82 " |
| " No. 7—Norwood Easterly..... | 21.95 " |
| " No. 11—Powassan Northerly..... | 5.25 " |
| Cochrane Westerly..... | 6.78 " |
| " No. 17—Spragge East and West..... | 10.69 " |
| Sistonen's Cors. Southerly..... | 2.70 " |
| " No. 21—Bayfield Northerly..... | 5.85 " |
| " No. 24—Horning's Mills..... | 3.78 " |
| " No. 44—Almonte Easterly..... | 7.75 " |
| " No. 46—Woodville Northerly..... | 9.66 " |
| " No. 86—Wingham Westerly..... | 5.25 " |
| " No. 97—Freelton Westerly..... | 13.70 " |
| Hickson Easterly..... | 7.95 " |
| " No. 98—Merlin Westerly..... | 10.30 " |
| C.A.H.—Toronto-Barrie..... | 5.24 " |

Existing Highway Revisions

| | |
|---|------------|
| Highway No. 10—Orangeville Northerly..... | 1.06 Miles |
| " No. 11—Ramore Southerly..... | 4.73 " |
| " No. 17—Vermilion River Westerly..... | 0.93 " |
| Thessalon East and West..... | 15.35 " |
| Sistonen's Cors. Westerly..... | 3.10 " |
| " No. 25—Acton Southerly..... | 4.39 " |
| " No. 78—Port Bruce Northerly..... | 5.28 " |

Proposed New Highway

| | |
|----------------------------|-------------|
| White River—Schreiber..... | 11.13 Miles |
|----------------------------|-------------|

Secondary or Development Roads

| | |
|------------------------------|------------|
| Kemptville—Merrickville..... | 4.40 Miles |
| Lavigne—Monteville..... | 2.20 " |
| Verner—Nockville..... | 2.20 " |
| Hawk Jct.—Wawa Lake..... | 5.20 " |
| Savant Lake Northerly..... | 44.00 " |

The following is a summary of the plans, etc., completed during the fiscal year 1949-50.

| STUDY PLANS | | HIGHWAY PLANS | |
|--------------------------|----------------|--------------------------|------------------|
| Area Mapped | 6061 Sq. Miles | 1" = 50' | 118.00 Miles |
| Area Contoured | 97 " " | 1" = 100' | 522.61 " |
| Prop'd Location | 479 Miles | | 640.61 |
| PROFILES | | GRADES | |
| Existing Highways..... | 662 Miles | Existing Highways..... | 640.88 Miles |
| Prop'd or Revisions..... | 413 " | Prop'd or Revisions..... | 466.71 " |
| | 1,075 Miles | | 1,107.59 Miles |
| QUANTITY ESTIMATES | | LAYOUTS AND ESTIMATES | |
| | 171.36 Miles | | 18.49 Miles |
| BRIDGE | INTERSECTION | RAILWAY BOARD | GRADE SEPARATION |
| 29 | 10 | 3 | 3 |
| | ACCIDENT | | MISCELLANEOUS |
| | 2 | | 8 |

A new system of Division maps was also prepared showing the King's Highway County or Secondary Roads, and Railways, and they are now available for departmental use. These maps are produced in two sizes, 13" x 16½" for general office use and 8½" x 11" which may be used to clarify inter-office correspondence.

Trans-Canada Highway

During the latter part of the year, a study was made of possible routes for the Ontario portion of the proposed Trans-Canada Highway, showing estimated costs for the completion of each route.

TRAFFIC ENGINEERING

Highway Traffic Volumes

During the year 1949-50, short counts of traffic volumes were again taken on all highways in Southern Ontario.

The hourly recordings of the fifteen A.T.R. stations were card tabulated for the period of their operation from May to November, inclusive. The operation of the two magnetic P.S.I.'s (Permanent Station Installations) provided winter counts from which monthly and seasonal factors could be derived for these stations.

Traffic volumes generally, were approximately 7% greater than those for the preceding year 1948.

Classification counts of traffic volumes were obtained on all major highways in conjunction with the short count survey.

The percentage of all trucks to total vehicles was found to vary between 15% and 32%.

The record of traffic volumes on all highways in Ontario for the years 1946 to 1949 inclusive, was compiled and edited in book form.

Traffic Surveys

Requests from various municipalities for the installation of traffic lights, necessitated traffic surveys at the following intersections:

1. Eglinton Avenue and Markham Road
2. Eglinton Avenue and Kennedy Road
3. Danforth and Byng Avenues
4. Highway No. 11 and Finch Avenue
5. Highway No. 4 and Highway No. 8 in Clinton
6. Entrance and Exit to Peach Bridge at Fort Erie
7. Sarnia, Ont. Junction Highway No. 7 to Point Edward; four intersections
8. Highway No. 7 and Highway No. 27
9. Highway No. 5 and Highway No. 25 in Palermo
10. Highway No. 8 and Niagara Stone Road
11. Bloor St. and Riverside Drive, Township of York
12. Highway No. 2 and Highway No. 100 in Thamesford
13. Highway No. 8 and Highway No. 19 in Shakespeare
14. Queensway and Islington Avenue
15. Queensway and Kipling Avenue
16. Highway No. 11 and Highway No. 12 with main streets, in Orillia, Ont.

Analysis of conditions at these various intersections, usually indicated that the installation of traffic lights was not economically justified, but that the adoption of lesser controls, such as "no parking" etc., would benefit traffic movement.

Where bus operation was frequent, and loading and unloading of passengers occurred regularly, it was evident that bus turnout facilities were necessary for the improvement of intersectional through traffic movement.

In many municipalities, usually below 5000 population, poor night illumination of streets and intersecting highways was found to be a contributory factor in producing accidents.

Traffic Analysis Reports

The following miscellaneous reports, pertaining to traffic movements, with analysis and recommended procedures for improvement, were submitted for consideration:



EGLINTON AVE., EAST; TRAFFIC STUDY—Study of present physical conditions revealed the need for sidewalk construction in the vicinity of contiguous school areas on Eglinton Ave., east.



EASTVIEW, ONT. TRAFFIC STUDY. INTERSECTION HIGHWAY NO. 17 AND GRANVILLE ST. Frequent bus operation at intersections requires the provision of bus turnouts to facilitate intersectional movement.



POTENTIAL TRAFFIC VOLUMES OF THE PROPOSED TORONTO CITY BY-PASS:
ORIGIN—DESTINATION TRAFFIC SURVEY

Present-day Wilson Ave. traffic indicates the potential use of a Toronto City By-Pass.



NORTH-WEST ENTRANCE POTENTIAL TRAFFIC

A majority of present traffic on Jane Street, between Trethewey Drive and Wilson Ave. will transfer to the north-west entrance, when this new facility is constructed.

1. Report in connection with the proposed widening of pavement, Highway No. 6 in the Village of Mount Hope, Ont.
2. Port Stanley Traffic Analysis, Highway No. 4.
3. Eglinton Avenue East; Built up areas. (see illustration)
4. The Highway Traffic Act as related to recommended procedures for safe traffic movement.
5. Report on a proposed Origin-Destination survey of Western Ontario.
6. Reconditioning of Highway No. 2 West of Brockville, Ont.
7. Highway No. 17, Montreal Road and intersecting streets in Eastview, Ont. (see illustration)
8. Accident prone locations at Ruthven and Olinda Corners, Highway No. 3.
9. PROPOSED TORONTO CITY BY-PASS: POTENTIAL TRAFFIC

Processing and analysis of the data secured in the external Origin-Destination survey for the City of Toronto, revealed the extent of the potential traffic that would use the proposed Toronto City By-Pass.

This estimated potential traffic was sufficiently large to warrant the early construction of the western portions of the By-Pass.

Study of traffic volumes, on streets adjacent to the proposed north west entrance, indicated that a potential volume of approximately 10,000 vehicles per day would use this facility when constructed.

Accident Experience

Basic accident spot maps for Northern Ontario were prepared for those areas remaining to be completed.

Highway Accidents during 1949 were plotted on all respective accident spot maps for the various highways in Ontario.

Accident rates were computed for all highways in Southern Ontario and all accident prone locations were encircled on these maps.

Copies of these accident spot maps were sent to all Division Engineers and also to each district of the Ontario Provincial Police.

Small scale plans showing highway fatalities throughout Ontario were prepared for each month during 1949 and distributed to the various divisions and Provincial Police Districts.

A plan, scale 1 inch=6 miles, showing the accident rates as various band widths on all highways in Southern Ontario, was prepared for general use.

This plan presented the composite picture of highway accident experience, throughout Southern Ontario, during the year 1948.

Division No. 1—Chatham

CONSTRUCTION:

On four Grading Contracts the elevation of the Highway was raised, sharp curves eliminated by diversions, drainage ditches dug farther from the road, narrow culverts widened or replaced.

For Granular Base, due to the scarcity of gravel pits, material had to be hauled up 12 miles.

All old concrete pavements, resurfaced, were widened to 22 feet. The connecting links in Watford, Amherstburg and Thamesville were resurfaced where necessary.

A method for widening the highway was developed which speeded up the work so that the placing of the asphalt was not delayed while waiting for the grading operation. This consisted of a plough attachment mounted on a bulldozer, which can dig the width of trench required through any ordinary material encountered in work of this kind.

MAINTENANCE:

This consisted of Bituminous Resurfacing of Pavement, Bituminous Prime on gravel surfaces on Highways and Secondary Roads, placing Dust Layer and

placing Crushed Gravel and Stone on roads. Routine Maintenance was carried out over the whole Division and the roads were all kept open and de-iced during the winter.

GRADING CULVERTS AND GRANULAR BASE:

Hwy. No.

| | | |
|-----|---|------------|
| 18A | From North of Kingsville to Colchester..... | 10.0 miles |
| 79 | Completed from North of Alviston to South of Euphemia Town Line (commenced in 1948)..... | 7.5 miles |
| 81 | Completed from North of Parkhill to North of Green- way (commenced in 1948)..... | 5.2 miles |
| 81 | From North of Greenway to Grand Bend..... | 4.9 miles |
| 98 | From Merlin to Tilbury..... | 10.0 miles |
| | | 37.6 miles |

| | | |
|--|---|-----------|
| | Lambton County from West of Arkona to East of Forest (also paved)..... | 2.0 miles |
| | Lambton County from Warwick Village to Highway No. 21..... | 3.2 miles |

BITUMINOUS HOT MIX PAVEMENT

| | | |
|----|--|-----------|
| 79 | From South of Watford to Watford..... | 7.2 miles |
| | Lambton County—West of Arkona to East of Forest..... | 2.0 miles |
| | Development Road—Warwick Village to Highway No. No. 21..... | 3.2 miles |

BITUMINOUS RESURFACING OF OLD PAVEMENTS

| | | |
|----|--|-------------|
| 7 | From Sarnia to Perch Creek..... | 2.4 miles |
| 2 | From Louisville to West of Thamesville, also on con- necting Link of Thamesville..... | 10.0 miles |
| 18 | From Windsor to Amherstburg, also on connecting link in Amherstburg..... | 12.3 miles |
| 2 | From East of St. Joachim to West of St. Joachim some widened to 22'..... | 12.0 miles |
| 79 | Watford Village..... | 0.69 miles |
| | | 37.39 miles |

BITUMINOUS SURFACE TREATMENT

| | | |
|-----|---------------------------------|-------------|
| 3 | From Blenheim to Ouvry..... | 9.7 miles |
| | From Blenheim Easterly..... | 8.4 miles |
| | From Leamington to Wheatly..... | 7.25 miles |
| 18B | From Ruthven to Union..... | 1.0 miles |
| 18 | From Harrow to Amherstburg..... | 13.28 miles |
| | | 39.63 miles |

BITUMINOUS PRIME ON GRAVEL SURFACES

| | | |
|--|--------------------------------------|------------|
| | On Highways 18A, 79, 81, and 98..... | 56.2 miles |
|--|--------------------------------------|------------|

CALCIUM DUST LAYER

| | | |
|---|---|-----------|
| 2 | Roadside Park Drives and Detours—3 miles..... | .36¼ tons |
|---|---|-----------|

CRUSHED GRAVEL AND STONE ON ROADS

| | | |
|--|--------|--------------|
| Highway | | |
| No. 81 | | 6005 tons |
| Right-of-way Fences Erected | | 36.3 miles |
| Snow Fences Erected, dismantled or stored | | 54.5 miles |
| Salt used for de-icing roads | | 925 tons |
| Calcium Chloride used for de-icing roads | | 36¼ tons |
| Roads snow-ploughed and kept open | | 537.61 miles |
| Equipment Storage houses erected (At Forest)..... | Number | 1 |
| Maintenance of Roadside Tables and Benches in Roadside places (to-date) | | 65 |

| | |
|--|--------------|
| Maintenance of Roadside Tables and Benches Offroad Park Areas (to-date)..... | 32 |
| Maintenance of Off-road Park Areas (acres)..... | 50 |
| Maintenance of Snow Hedges (Planted to-date)..... | 2112 rods |
| Maintenance of Snow Hedges (Planted this year)..... | 1449 rods |
| Routine Maintenance on King's Highways..... | 576.86 miles |
| Maintenance of Scale Houses (number to-date)..... | 2 |

Division No. 2—London

CONSTRUCTION

Highway No. 73 was regraded between Aylmer and Port Bruce, including a diversion through Port Bruce to give a more direct route to Lake Erie. This was covered with a course of selected granular "B" material and on top of this 800 tons to the mile of crushed gravel was laid.

Highway 74, commenced in 1948, was completed in 1949, south from the Village of Belmont. Selected Granular "B" material was placed in 1948 and granular "A" material in 1949. The whole was covered with a layer of crushed gravel.

Both of these Highways were brought up to Class "C" Standard which will eliminate flooded areas in the Spring and decrease the depth of snow on the road surface. The improving of Highway 73 will be of benefit to traffic from Highway 3 to Lake Erie.

Highway 3, two sharp curves will be eliminated at Iona when a diversion of 0.95 miles long is completed. On Highway 81, between Mount Brydges and Strathroy, Hot Mix Pavement was laid.

On Highway 3, through Shedden Village, 5,236 feet of storm sewer was placed to prevent flooding of the Village after heavy rains.

MAINTENANCE

Maintenance was carried on as usual.

On Highway 4, from the North Limits of London for 4.5 miles and on No. 22 from Junction with No. 4, westerly for 11.5 miles were resurfaced with a 1¼" H.L. 1 Top of Hot Mix, laid on an evening-up Base Course of H.L. 4. The old pavement was disintegrating badly.

Due to the mild winter of 1949 a large amount of skin patching and patching with bituminous mix was done where pavements were disintegrating and scaling.

Gravel was stock piled for fall and winter use on gravel roads and dust layer was applied on these roads. Gravel is scarce in this Division and must be conserved as much as possible.

A larger area was sprayed with weed killer, due to the use of an improved spraying machine. Results obtained will be observed in 1950.

GRADING, CULVERTS AND GRANULAR BASE

| Hwy. No. | | |
|----------|---|------------|
| 73 | From 1 mile south of Aylmer and Port Bruce (commenced in 1948)..... | 6.8 miles |
| 74 | From 2 miles south of Belmont to 3.7 miles south (commenced in 1948)..... | 1.7 miles |
| 3 | Diversion at Iona (culverts built and partly graded).... | 0.95 miles |
| | | 9.45 miles |

GRAVELLING CONTRACTS

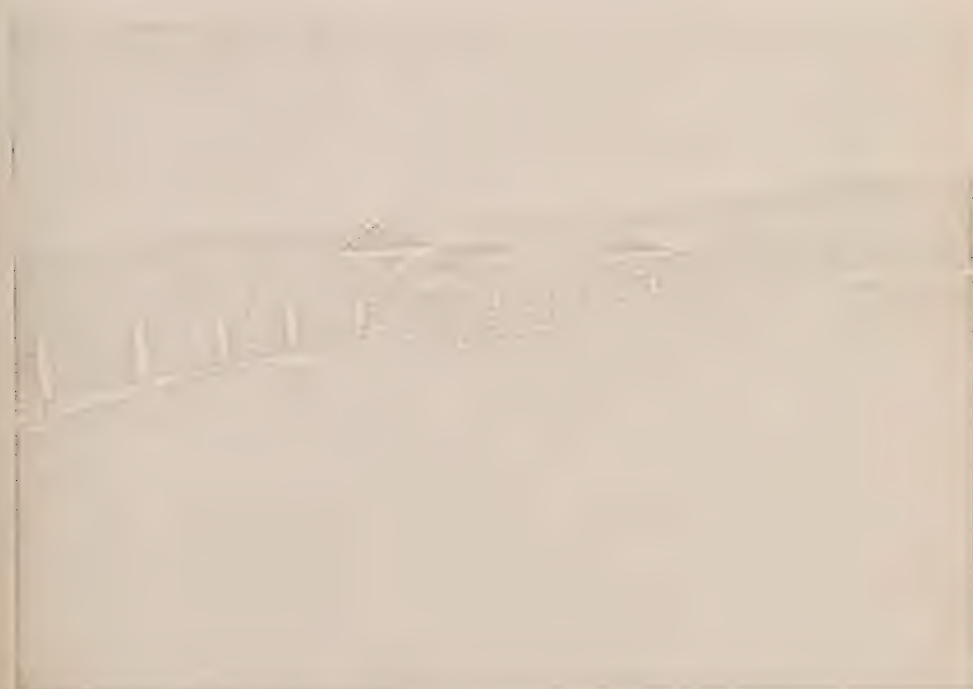
| | |
|---|-----------|
| Highways Nos. 22, 73, 74, 80 and 81 in places across Adelaide Twp. (stockpiled):..... | 3200 tons |
|---|-----------|

BITUMINOUS HOT MIX PAVEMENTS

| | | |
|----|--|------------|
| 81 | From Mount Brydges to Strathroy..... | 6.1 miles |
| 2 | Diversion Lot 18, Range 1, Caradoc Township..... | 0.32 miles |
| | | 6.42 miles |



Bailey Bridge on Highway 17 at the English River



A Dangerous "Jock Out" on Highway 15 near Des Moines

BITUMINOUS RESURFACING OF OLD PAVEMENTS (concrete)

| | | | |
|----|---------------------------------------|------|-------|
| 4 | North Limits of London Northerly..... | 4.5 | miles |
| 22 | Highway No. 4 Westerly..... | 11.5 | miles |
| | | 16.0 | miles |

BITUMINOUS SURFACE TREATMENT

| | | | |
|---|---|-----|-------|
| 2 | From 1.9 miles East of Wardsville to Kent-Middlesex Line..... | 7.2 | miles |
|---|---|-----|-------|

BITUMINOUS PRIME ON GRAVEL SURFACES

| | | | |
|--|--|------|-------|
| | On Highways Nos. 7, 22, 73, 74, 80 and 81..... | 60.7 | miles |
|--|--|------|-------|

CRUSHED GRAVEL AND STONE ON ROADS (contract)

| | On Roads | Stockpiled | |
|---|-----------------------|-------------|-------------|
| Highway No. 22..... | 1,700 tons | 1,800 tons | |
| Highway No. 73..... | | 10,500 tons | |
| Highway No. 74..... | | 4,500 tons | |
| Highway No. 80..... | | 10,000 tons | |
| Highway No. 81..... | | 3,500 tons | 32,000 tons |
| Right-of-Way fences erected No. 2—10 miles Lambeth to Melbourne | | | |
| Right-of-Way fences erected No. 73—6.88 miles Lyons Northerly | | | |
| Right-of-Way fences erected No. 53—0.95 miles West of Burford | | | 17.83 miles |
| Snow Fences, dismantled, erected and stored..... | | | 7.1 miles |
| Salt used for de-icing roads..... | | | 3,343 tons |
| Roads snow-ploughed and kept open..... | | | 479 miles |
| Shrubs received from D.H.O. Nursery at London..... | | number | 6217 |
| Maintenance of Roadside Picnic Places—32 on No. 2, 29 on No. 3, 4 on No. 4, 2 on No. 7, 2 on No. 19, 2 on No. 22, 5 on No. 24, 4 on No. 53 and 1 on No. 81..... | | | 88 |
| Maintenance of tables and benches in Roadside Places..... | | | 88 |
| Maintenance of Snow Hedges—Planted to-date | | | |
| | —11,140 ft. on No. 4 | | |
| | —19,370 ft. on No. 81 | | |
| | — 2,400 ft. on No. 80 | | |
| | — 2,700 ft. on No. 19 | | 6.74 miles |
| Maintenance of Scale Houses..... | | number | 1 |

Division No. 3—Stratford

CONSTRUCTION

All construction was completed excepting grading on Highway 21, north of Bayfield and a bridge over the Maitland River on Highway 87.

Bayfield Bridge was completed, including approaches, which eliminated some sharp grades and an inadequate bridge in Bayfield.

An extension to Victoria Street, Kitchener, was paved with Hot Mix giving an alternative route through the City, which eases congestion on Highway 7.

The Rau Bridge, at New Hamburg, over the Nith River, on a proposed diversion of route No. 7 and 8 replacing an inadequate county bridge was commenced.

On Highway 21, south of Bayfield, on slopes of the diversion, sodding was done where erosion was taking place in water seepage zones, which were intercepted by perforated C.I. Pipe. When sodding was not required, a new method of sodding was tried, known as Bituminous Mulch Seeding. Fertilizer was raked into the top soil and then seeded and covered with a light layer of top soil. This was sprayed with a light layer of bitumen. This was done during dull wet weather at approximately 40°F. Slopes were from 2:1 to 4:1. In four days the grass was through the layer of mulch and these slopes were stabilized and have withstood heavy rains.

MAINTENANCE

Routine maintenance was carried out over the whole division. On Highway 21, south of Goderich, a cloudburst damaged the east side of the Highway for two miles. Local labour and equipment repaired the damage in a few days. Guide rail was cut down to single cable from Listowel to Arthur, Galt to Guelph and Kitchener. Surface treatment was applied on 33.3 miles of highway.

Prime Dust Layer was applied on all gravel roads except 10 ft. lane Stratford to Milverton. A combination storage and salt shed was erected at Moncton for Highway No. 3 equipment. Laminated decks were placed on Wroxeter and St. Jacob's bridges and a bridge at Wingham.

Road Mixed Mulch was laid on a section of road southerly from Goderich. Shoulders were seeded Victoria Street Extension, Kitchener easterly, Goderich southerly 4 miles, Amberley easterly 5 miles and Exeter westerly 6 miles.

All steel truss bridges on Highways 7 and 8 and the Port Albert Bridge on Highway 21 were painted by division forces.

1300 acres were sprayed by contract for weeds mainly on ungraded roads, where it is difficult to mow. The Division has built its own spraying machine and in future will do this with its own forces.

| Hwy. No. | GRADING, CULVERTS AND GRANULAR BASE | Miles |
|----------|--|-------|
| 21 | From Bayfield to 5 miles north (60% completed) Bayfield Bridge approach..... | 1.0 |
| 23 | Elginfield 8.8 miles Northerly (small amount of trimming to be done) | |
| 83 | Dashwood to Brewster (Jct. Highways 83 and 21)..... | 5.0 |
| | Russeldale west 1 mile to 1.5 miles west (due to Flat Creek Bridge)..... | 0.5 |
| 86 | 6 miles west of Amberley to Lucknow..... | 5.3 |
| 87 | Wroxeter East and West (4 miles completed 1948)..... | 8.0 |
| 97 | Hickson to 4.8 miles East..... | 4.8 |
| | | 33.4 |
| | BRIDGES BUILT | |
| 21 | Bayfield (commenced in 1946) | |
| 83 | Aux Sables River No. 2 Bridge (3 miles west of Exeter, commenced in 1948) | |
| 86 | 18 Mile River Bridge (2.8 miles east of Amberley) | |
| 83 | Flat Creek Bridge (1.0 miles west of Russeldale) | |
| | Rau Bridge—Nith River (New Hamburg) | |
| | BITUMINOUS HOT MIX PAVEMENT | |
| 7 | Kitchener East..... | 1.0 |
| | BITUMINOUS ROAD MIX MULCH | |
| 21 | Goderich southerly..... | 4.0 |
| | BITUMINOUS COLD MIX SURFACE | |
| 23 | Patching various weak sections..... | 0.5 |
| | BITUMINOUS RESURFACING OF OLD PAVEMENTS | |
| 7 | From Jct. No. 7 and 4 to Prospect Hill (old concrete)..... | 7.0 |
| | Stratford southerly..... | 4.0 |
| 8 | Stratford westerly..... | 3.8 |
| 23 | Mitchell northerly..... | 2.0 |
| | | 16.8 |



Grading operations on Highway 23 South of Kirkton



A Department roadside park on Highway 31 South of Vernon

BITUMINOUS SURFACE TREATMENT

| | | |
|----|-------------------------------|-----|
| 4 | Wingham Southerly..... | 6.0 |
| 4 | Teeswater to Highway 9..... | 6.5 |
| 7 | Shakespeare to Kitchener..... | 7.7 |
| 7 | At Breslau..... | 1.0 |
| 8 | Mitchell to St. Columban..... | 6.3 |
| 9 | Clifford to Mildmay..... | 0.7 |
| 19 | Tavistock southerly..... | 4.5 |
| 24 | Galt Northerly..... | 0.5 |

BITUMINOUS PRIME ON GRAVEL SURFACES

This was spread on Highways No. 7, 8, 19, 21, 23, 83, 84, 86, 87,
97 and 100 for..... 172.5

CALCIUM DUST LAYER

Stratford to Milverton..... 14.0 tons

CRUSHED GRAVEL AND STOVE ON ROADS

| | On Roads | Stockpiled | |
|--|-----------------------|------------------|-------------|
| Highway 8..... | 650 | ..... |  |
| Highway 19..... | 15,000 | 6,900 tons | |
| Highway 21..... | 1,650 | ..... |  |
| Highway 86..... | 5,000 | 5,000 tons | |
| Highway 86..... | 2,200 | 2,200 tons | |
| Highway 86..... | 10,000 | 10,000 tons | |
| Highway 97..... | 15,000 | 15,000 tons..... | 49,500 tons |
| Right of Way fences erected on Highways 4, 8, 19, 21, 23, 83, 86, 87, 97 and 100..... | | | 41.9 miles |
| Snow Fences, erected, dismantled or stored..... | | | 255 miles |
| Salt used for De-icing roads | Rock Salt..... | | 3700 tons |
| | Fine Salt..... | | 500 tons |
| | Calcium Chloride..... | | 50 tons |
| Roads snow-ploughed and kept open..... | | | 578 miles |
| Equipment storage houses, erected (at Monckton)..... | | number | 1 |
| Maintenance of Tables and Benches in Roadside Places..... | | number | 182 |
| Maintenance of Snow Hedges planted to-date..... | | | 7.0 miles |
| Maintenance of Snow Hedges planted this year..... | | | 0.1 miles |
| Routine Maintenance on King's Highways..... | | for | 578 miles |
| Weed Spraying (by contract)..... | | | 1300 acres |

Division No. 4—Hamilton

CONSTRUCTION

Highway 25 was regraded southerly from Acton and work commenced on Highway 2 easterly from Cainsville. Grading was also commenced on Highway 54 southerly from Caledonia.

Hot Mix pavement was laid on Highway 5 from Nelson Township Line to Tansley Bridge. A similar pavement was laid on Highway 57 from Bismark to Beckett's Bridge.

MAINTENANCE

Routine maintenance was carried out during the year in this Division. By the use of a light Huber Grader it was possible to maintain the stone shoulders of the Queen Elizabeth Way in a more satisfactory manner than during the previous years. This machine operated full time between Burlington and Niagara Falls keeping ruts filled along the edges of the pavement.

GRAVEL AND GRAVELLING AND GRANULAR BASE

| Hwy. No. | | Miles |
|----------|---|-------|
| 25 | From Acton southerly..... | 6.7 |
| 3 | Brant County Line to Cainsville (incomplete)..... | 5.2 |
| 54 | Caledonia to York (incomplete)..... | 4.0 |
| | | 15.9 |

BITUMINOUS HOT MIX PAVEMENT

| | | |
|----|--------------------------------------|------|
| 5 | Nelson Township Line to Tansley..... | 0.9 |
| 57 | Bismark to Beckett's Bridge..... | 9.2 |
| | | 10.1 |

BITUMINOUS RESURFACING OF OLD PAVEMENTS

| | | |
|---|---|------|
| 6 | Clappison's Corners to C.N.R. Overhead (old concrete) widened and resurfaced to 22' Base 2" H.L. ÷ 8 Top 1" H.L. 1..... | 1.10 |
|---|---|------|

BITUMINOUS SURFACE TREATMENT

| | | |
|----|---|------|
| 3 | Dunnville to Cayuga..... | 16.7 |
| 5 | Clappison's Corners to Brant County Line..... | 16.0 |
| 6 | Hamilton to Caledonia..... | 13.7 |
| 8 | Dundas to Galt..... | 19.7 |
| 20 | Turner's Corners—Fonthill..... | 2.4 |
| | | 68.5 |

BITUMINOUS PRIME ON GRAVEL SURFACES

| | |
|--|------|
| On sections of Highways 25, 52, 54, 97 and 99..... | 56.3 |
|--|------|

CALCIUM DUST LAYER

| | |
|---|--------------|
| On Highways 52 and 97..... | 30 tons |
| Right of Way Fences erected..... | 12 miles |
| Snow Fences, erected, dismantled or stored..... | 130 miles |
| Salt used for de-icing roads..... | 3,700 tons |
| Calcium Chloride..... | 30 tons |
| Roads snow-ploughed and kept open (entire Division)..... | 599.83 miles |
| Equipment storage houses erected (number)..... | 5 |
| Maintenance of Roadside Picnic Places (number to-date)..... | 50 |
| Maintenance of Roadside Tables and Benches in Places..... | 50 |
| Maintenance of Tables and Benches in Off-road Parks (number to-date)..... | 22 |
| Maintenance of Off-road Park Areas (acres)..... | 2 |
| Maintenance of Snow Hedges (planted to-date)..... | 2 |
| Maintenance of Snow Hedges (planted this year)..... | |
| Routine Maintenance on King's Highways..... | 599.83 miles |
| Maintenance of Scale Houses (number to-date)..... | 5 |
| Maintenance of Scale Houses (number this year)..... | |

Division No. 5--Owen Sound

CONSTRUCTION

A contract for grading, culverts and granular base was completed on Highway 24, east of Guelph. Also on this highway at Maple Valley, in Osprey Township, culvert construction was completed, and a swampy section excavated and back-filled with suitable material.

On Highway 24, an 8 mile contract, north of Arthur, culvert construction was 90% completed. Grading will be finished in 1950. On Highway 89 construction was 90% completed westerly from Alliston.

On Highway 24 Nottawa (3 miles south of Collingwood) a bow-string concrete arch bridge was removed and replaced by a 60 foot span field frame type concrete structure and the floor elevation raised four feet. During construction traffic was maintained by a "Bailey Bridge" installation.



Laying a penetration pavement on the Queen Elizabeth Way north of Fort Erie



The Queen Elizabeth Way north of Niagara Falls—new bituminous penetration pavement



Grading operations on Highway 10 on Sligo Hill

On Highway 10, at the southern limit of Orangeville, extensions were added to an existing 22 ft. span of concrete beam and slab construction, over a branch of the Credit River. This eliminated a narrow bridge "bottle neck" and a treacherous reverse curve on a 7% grade. Also on Highway 10 Caledon Township, at Sligo Hill, a steel girder deck bridge was replaced by a 30 ft. span rigid frame bridge at a new location, necessitating a stream diversion. The old bridge carried the traffic until the new one was built.

MAINTENANCE

The usual maintenance was carried on throughout the whole division.

Road Mix Mulch was applied to sections of Highways 6 to 24. Bituminous Prime was applied to gravel surfaces—details given later in this report.

Over thirty miles of right-of-way fence was built.

Four storage houses were built, one at Alliston, one at Singhampton, one at Orangeville and one at Thornbury.

Gravel was crushed and stock-piled on section of Highways 6 and 24.

| GRADING, CULVERTS AND GRANULAR BASE | | |
|-------------------------------------|---|-------|
| Hwy. No. | | Miles |
| 6 | Arthur northerly (structures 90% completed)..... | 8.0 |
| 10 | Sligo Hill..... | 1.0 |
| 24 | From 3 miles South of Singhampton southerly (structures complete, fine grading done)..... | 8.0 |
| 24 | 5 miles northeast of Guelph..... | 5.0 |
| 89 | Alliston westerly (structures and grading 95% complete, to be paved in 1950)..... | 5.2 |
| | | 27.2 |

BRIDGES BUILT—See above

BITUMINOUS ROAD MIX MULCH

| | | |
|----|------------------------------------|------|
| 6 | Tobermory south..... | 8.0 |
| 24 | Duntroon north of Singhampton..... | 10.0 |
| | | 18.0 |

BITUMINOUS PRIME ON GRAVEL SURFACES

| | | |
|----|---------------------------------|-------|
| 4 | Durham to Flesherton..... | 15.4 |
| 6 | Highway No. 21 to Hipworth..... | 6.0 |
| 6 | Wairton to Tobermory..... | 49.7 |
| 9 | Orangeville easterly..... | 12.0 |
| 24 | Shelburne to Duntroon..... | 21.6 |
| 24 | Guelph to Orangeville..... | 23.1 |
| 51 | Highway 24 to Caledon..... | 2.2 |
| 89 | Alliston to Primrose..... | 14.2 |
| 91 | Stayner to Duntroon..... | 5.1 |
| | | 149.6 |

CRUSHED GRAVEL AND STONE ON ROADS

| | On Roads | Stockpiled | |
|--|----------------------------|-------------|--------------|
| 6 | Wairton to Tobermory..... | 25,000 tons | |
| 24 | Guelph to Orangeville..... | 10,000 tons | 35,000 tons |
| Right of Way fences erected on Highways 4, 6, 9, 10, 21, 24, 26, 51, 89, 91 and 104..... | | | |
| | | | 37.2 miles |
| Snow fences erected, dismantled or stored..... | | | |
| | | | 208.5 miles |
| Salt used for de-icing roads..... | | | |
| | | | 2194 tons |
| Calcium Chloride used for de-icing roads..... | | | |
| | | | 258 tons |
| Roads snow-ploughed and kept open..... | | | |
| | | | 492.74 miles |
| Equipment storage houses erected (number)..... | | | |
| | | | 4 |
| Shrubs received from D.H.O. Nurseries, Midhurst (number)..... | | | |
| | | | 15,225 |
| Maintenance of Roadside Picnic Places (number to-date)..... | | | |
| | | | 37 |
| Maintenance of Tables and Benches in Roadside Places (number)..... | | | |
| | | | 47 |
| Maintenance of Tables and Benches in Off-road Places (number)..... | | | |
| | | | 43 |
| Maintenance of Off-road Park Areas.....acres | | | |
| | | | 30 |
| Maintenance of Snow Hedges planted to-date..... | | | |
| | | | 11.5 miles |
| Maintenance of Snow Hedges planted this year..... | | | |
| | | | 2.1 miles |

Division No. 6—Toronto

CONSTRUCTION

Grading, culverts and gravelling construction was carried out on No. 5A, east of Dawes Road, and, on Highway 50 north of Bolton, work started in 1948 was completed this year. On Highway 27 Bell's Lake diversion, work was completed for 9 miles and on Highway 12 at Waulbaushene Diversion, approximately one-half a mile. A Service Road was built at Nelson Township (90% completed) Q. E. W. 1 mile. On the Lovering-Severn Falls Development Road grading and culvert work was completed on a 2.7 mile section north of Lovering and also on a 5.3 mile section towards Severn Falls.

Crushed gravel was placed on Highways 9 and 103 for 14.1 miles and on Secondary Road from Port Severn to Honey Harbour for 9 miles. Six new culverts were built on Highway 12.

Granular Base was completed on Highway 5A and Highway 50 for short distances and on Highway 27 between Malton and Kleinburg and also on Highway 9 for a short distance westerly. A little over a mile was laid on Highway 12 between Atherly and Orillia and on a service road (Q.E.W.) Nelson Township.

A single arch reinforced concrete 40' Span Bridge was built over Black Creek on Lovering-Severn Falls road.

MAINTENANCE

Routine Maintenance was carried out. Some old pavements were given a



Laying hot-mix asphalt on Highway 27 south of Kleinburg

Bituminous Resurfacing and other pavements given a Bituminous Surface Treatment. Several miles of gravel roads were treated with Bituminous Prime or Calcium Dust Layer.

Over 90,000 tons of crushed stone and gravel was placed on various highways and secondary roads.

Seven miles of ditching, Minesing to Stayner. About 50% of the contract was completed and six concrete culverts extended. The necessary sodding was completed on Highways 5 and 50.

Bridge repairs were carried out on Rouge River Bridge Highway 2A; the Timber Bridge Highway 5 and Hoggs Hollow Bridge Highway 11A.

Cold Mix Pavement Edging was carried out on various highways.

| GRADING, CULVERTS AND GRANULAR BASE | | |
|-------------------------------------|--|-------|
| Hwy. No. | | Miles |
| 5A | (Grading) Dawes road easterly..... | 1.08 |
| 50 | (Grading) North of Bolton..... | 1.60 |
| 12 | (Grading) Waubauskene diversion..... | .46 |
| 27 | (Grading) Bell's Lake diversion..... | .90 |
| U.E.W. | (Grading) Service Road in Nelson Township..... | 1.00 |
| 9 | (Gravelling) Schomberg to Highway 50..... | 9.1 |
| 104 | (Gravelling) Waubauskene to Port Severn..... | 5.0 |
| 104 | (Gravelling) Port Severn to Honey Harbour..... | 9.0 |
| | | 28.14 |

GRADING BASE LAID NOT INCLUDING GRADING

| | | |
|----|----------------------------------|------|
| 5A | Dawes Road easterly..... | 1.08 |
| 50 | North of Bolton..... | 1.60 |
| 2 | Jct. of No. 5 and 27..... | .38 |
| 1 | 3 miles East of Stouffville..... | .20 |

| | | |
|----------|---------------------------------------|-------|
| 9 | Schomberg westerly..... | 2.00 |
| 12 | From Orillia easterly to Atherly..... | 1.11 |
| 12 | Sunderland..... | .09 |
| Dev. Rd. | Lovering to Severn Falls..... | 7.80 |
| | | 14.20 |

BRIDGES BUILT

| | | |
|-----------|--|--|
| Dev. Rds. | Lovering-Severn Falls at Black Creek reinforced 40' Concrete Arch. | |
|-----------|--|--|

BITUMINOUS HOT MIX PAVEMENT

| | | |
|---------|---|-------|
| 5 | Junction of Highways 5 and 27..... | 0.6 |
| 5A | Dawes Road to Highway 2 and Diversion..... | 5.13 |
| 12 | Coldwater to Waubaushene and Diversion..... | 5.11 |
| 27 | Malton Road to Kleinburg..... | 11.10 |
| Leaside | Motion Picture Building..... | .06 |
| | | 21.46 |

BITUMINOUS COLD MIX SURFACE

| | | |
|----------|--|-------|
| 12 | Rougemount to Toynevale..... | 1.06 |
| 2A and 5 | Rouge and Cenotaph Bridge..... | .08 |
| 5 | Toronto City Limits east to Eastwood Avenue..... | 1.25 |
| 7 | Highway 27 to Brampton..... | 9.38 |
| 12 | Waubaushene to Port McNicol..... | 1.55 |
| 27 | Kleinberg to Schomberg..... | 6.00 |
| | | 19.32 |

BITUMINOUS SURFACE TREATMENT

| | | |
|----|--------------------------------------|-------|
| 12 | Sunderland Corners to Beaverton..... | 13.39 |
| 12 | Village of Victoria Harbour..... | 1.80 |
| 26 | Barrie to Midhurst..... | 3.87 |
| 27 | Midhurst to Elmvale..... | 13.16 |
| 88 | Bond Head to Bradford..... | 5.70 |
| | | 37.92 |

BITUMINOUS PRIME ON GRAVEL SURFACES

| | |
|---|-------|
| On Highways 9, 12, 27, 50, 69, 93 and 103 and Secondary Road, Port Severn to Honey Harbour..... | 75.74 |
| Calcium Dust Layer.....(80 tons on) | 13.81 |

GRAVEL AND CRUSHED STONE ON ROADS

| | Stock piled | On Roads | |
|-----------|--------------------------------|-----------|-----------------|
| 5 | 5/8" Stone..... 228.5 tons | | |
| 5A | 5/8" Stone..... 9,094.33 tons | | |
| 7 | 5/8" Stone..... 1,169.92 tons | | |
| 12 | 5/8" Stone..... 10,000.00 tons | | |
| 27 | 5/8" Stone..... 12,000.00 tons | | |
| 50 | 5/8" Stone..... 15,916.78 tons | | |
| O.E.W. | 5/8" Stone..... 380.80 tons | | |
| Leaside | 5/8" Stone..... 126.90 tons | | 109,242.90 tons |
| 9 | Gravel..... | 14,980.90 | |
| 103 | Gravel..... | 5,361.30 | 20,342.20 tons |
| Sec. Rds. | Gravel..... | | 9,650.40 tons |
| Dev. Rds. | 5/8" Stone..... | | 12,008.50 tons |
| | | | 91,538.78 tons |

| | |
|--|--------------|
| Right of Way Fences erected, Highways 5A, 50, 12, 26, and 27.... | 10.17 miles |
| Snow Fences erected, dismantled, or stored..... | 161.00 miles |
| Roads snow-ploughed and kept open..... | 608.50 miles |
| Shrubs received from D.H.O. Nursery at Midhurst (number).... | 9462 |
| Maintenance of Tables and Benches in Roadside Places to-date | |

| | |
|---|-------------|
| Maintenance of Snow Hedges to-date..... | 2.5 miles |
| Snow Hedges planted this year.....(number) | 5 |
| Routine maintenance on King's Highways..... | 599.5 miles |
| Routine maintenance on Secondary Roads..... | 9 |
| Maintenance of Scale Houses (number to-date)..... | 5 |

Division No. 7—Port Hope

CONSTRUCTION

During the fiscal year 1949-1950 no particular construction difficulties were encountered and no new equipment was used on construction work.

There were 10.8 miles of grading, culvert and granular base work carried out throughout the Division, 9.4 miles of Hot Mix pavement laid and 43.55 miles of paved highways resurfaced. Two small rigid frame bridges were completed in the Division in 1949-1950. Good results were obtained in the grading and paving work.

All the resurfacing was carried out on Highway No. 2 in line with the Department's policy to improve the main trunk highway through the province.

MAINTENANCE

During the fiscal year 1949-50 there were no changes in method, nor was there any new equipment used.

Considerably more weed spraying was done than in previous years. This was done in two stages.

1. The last two weeks in June spot spraying of isolated patches of weeds, mainly Poison Ivy, with 2.4.D. Good results were obtained from this work.

2. The last week of July and first two weeks of August continuous roadside spraying, mainly for Ragweed with 2.4.D. Rather indifferent results were obtained from this work. We believe that this was largely due to it begin late in the season for this work, as the weeds did not appear to be growing very vigorously at the time. Possibly the extreme dryness of the season may have been contributory.

Some experimental work was carried out in brush spraying using a mixture of fifty percent 2.4.D. and fifty percent 245-T. The brush so treated gave evidence of being killed but final results will not be known until new growth begins this Spring.

In winter maintenance considerably more salt was used as raw chemical than in previous years, but this was largely due to the temperatures being more suitable for this method than previous winters.

Considerably more use was made of mechanical sand spreaders and mechanical loaders for winter sanding than in previous winters. We believe that this resulted in an increase in efficiency in decreasing the time necessary for sanding.

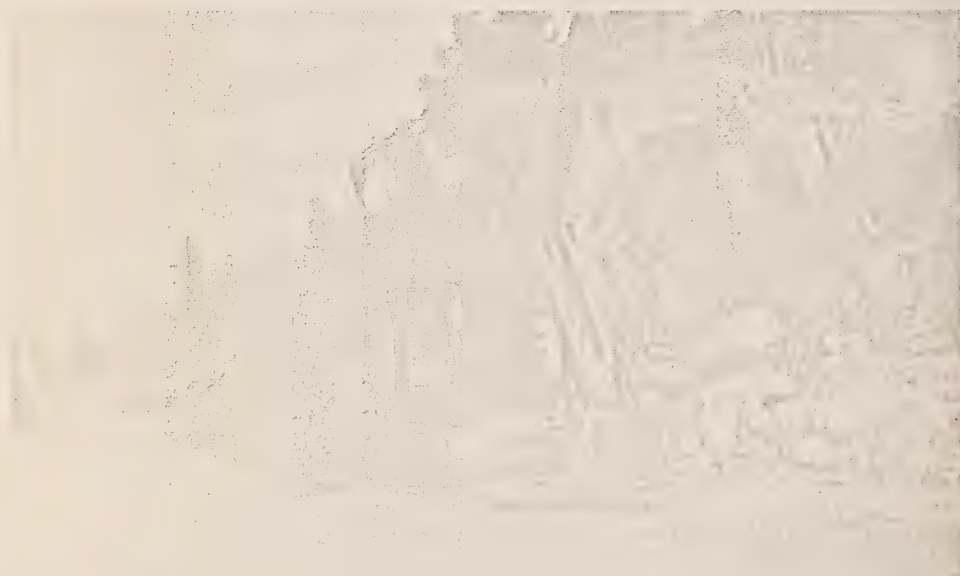
GRADING, CULVERTS AND GRANULAR BASE

| High. No. | | |
|-----------|--|------------|
| 2 | Diversion East of Port Hope..... | 0.5 miles |
| | Diversion West of Cobourg..... | 0.4 miles |
| 28 | (Commenced in 1948) Diversion at Peterborough | |
| | Waterworks..... | 4.3 miles |
| 35 | (Commenced in 1948) Rosedale—1 mile N. of Coboconk | 4.6 miles |
| 45 | 5 miles North of Baltimore to Fenella..... | 5.0 miles |
| | | 10.8 miles |
| | Grading, culverts and granular base complete, Contract | |
| | 90% completed | |
| Rds. | Bobcaygeon-Kinmount (Grading to "D" cross-section | |
| | standard)..... | 2.0 miles |

| | | |
|-----------|---|-------------|
| | Norland-Kinmount (widening and raising across swamp) | 0.5 miles |
| | Norland-Uphill (easing sharp curves and widening)... | 6.3 miles |
| | Uphill-Seabright (Easing sharp curves)..... | 0.5 miles |
| | Kirkfield-Seabright (Easing sharp curves)..... | 0.5 miles |
| | | 9.8 miles |
| | GRANULAR BASE LAID—NO GRADING | |
| | Burnt River Road-Fell Station to Union Creek..... | 9.8 miles |
| | Reinforcing weak points and superelevating curves in preparation for mulching. | |
| | GRAVELLING CONTRACTS | |
| 28 | Lakefield to Burleigh Falls..... | 7.5 miles |
| 45 | Baltimore to Norwood..... | 30.0 miles |
| | | 37.5 miles |
| Sec. Rds. | Burnt River Road—Fell Station to Union Creek..... | 12.0 miles |
| | BRIDGES BUILT | |
| 33 | Height's Creek Bridge | |
| 35 | Cameron Bay Bridge | |
| | BITUMINOUS HOT MIX PAVEMENT | |
| 7 | Marmora—Madoc..... | 9.0 miles |
| 28 | Peterborough Waterworks..... | 0.3 miles |
| 33 | Height's Creek Bridge..... | 0.1 miles |
| | | 9.4 miles |
| | BITUMINOUS ROAD MIX MULCH SURFACE | |
| 28 | Lakefield—Burleigh Falls..... | 9.3 miles |
| | 1.3 miles S. of Young's Point not completed, done by day labour. | |
| Sec. Rds. | Burnt River Road, Fell Station—Union Creek (Day Labour)..... | 9.5 miles |
| | South Entrance to Burnt River—not completed | |
| | BITUMINOUS RESURFACING OF OLD PAVEMENTS | |
| 2 | Oshawa to Cobourg..... | 33.3 miles |
| | Trenton to Belleville..... | 8.9 miles |
| 7 | Jct. of 7 and 14 in Marmora-Easterly..... | 1.35 miles |
| | | 43.55 miles |
| | BITUMINOUS SURFACE TREATMENT | |
| 7 | Reaboro Easterly..... | 3.3 miles |
| | Sunderland Corner—Lindsay..... (scattered sections) | 5.65 miles |
| 35 | Jct. of Hwy. No. 7 Southerly..... | 3.9 miles |
| | Lindsay to Cameron..... | 6.1 miles |
| | Fendon Falls Westerly..... | 2.0 miles |
| 36 | Lindsay—Bedford..... | 21.75 miles |
| | | 42.7 miles |
| | BITUMINOUS PRIME ON GRAVEL SURFACES | |
| 7 | Norwood-Madoc 21.9 miles, No. 7A Port Perry to No. 28—24 miles No. 28, Lakefield to Burleigh Falls 10.6 miles, No. 30 Campbellford to Havelock 10.8 miles, No. 35 Orono to Haliburton County Line 36.3 miles, No. 36 Bobcaygeon to Burleigh Falls 23.5 miles, No. 45, Baltimore-Norwood 28.0 miles, No. 46—Hwy. No. 7—Cobocok 22.4 miles..... | |
| | | 187.7 miles |



Laying hot-mix asphalt on Highway 2 east of Newtonville.



Widening of a rock cut on Highway 7 east of Marmora

| | | |
|-----------|--|------------|
| Sec. Rds. | Kirkfield, Seabright Rd., Kirkfield Lift Lock 2.0 miles, Burnt River, Fell Station to Union Creek 12.2 miles, Bobcaygeon Rd., Bobcaygeon—Kinmount 17.9 miles, Monk Rd., Norland East and West 1.5 miles.. | 33.6 miles |
|-----------|--|------------|

CALCIUM DUST LAYER

| | | |
|-----------|--|------------|
| Sec. Rds. | Monk. Rd., Kinmount-Norland 6.0 miles also Norland- Seabright 10.0 miles, Kirkfield-Seabright Rd. Lift Lock to Seabright 10.0 miles, Catchacoma Rd., No. 36 Haliburton County Line 5.0 miles..... | 31.0 miles |
| | Dust Layer was applied only adjacent to dwellings and through hamlets. | |

Hy. No. CRUSHED GRAVEL AND STONE ON ROADS

| | | |
|----|---|-------------|
| 28 | Lakefield-Burleigh Falls, used for Mulch..... | 14,800 tons |
| | Stockpiled | |
| 45 | Baltimore-Norwood... 25,000 tons..... | 25,000 tons |
| 46 | 2,000 tons..... | 2,000 tons |
| | | 41,800 tons |

| Sec Rds. | Stockpiled | On Roads | |
|--|----------------------|-------------------------|--------------|
| Burnt River Road.... | 5,750 tons | 14,250 (used for mulch) | |
| | | | 20,000 tons |
| Monk Road..... | | 7,000 | 7,000 tons |
| Kirkfield-Seabright... | | 4,000 | 4,000 tons |
| Victoria Road..... | | 1,500 | 1,500 tons |
| | | | 32,500 tons |
| Right-of-Way Fences erected—Highways..... | | | 23.26 miles |
| | | Secondary Roads..... | 4.5 miles |
| Snow fences erected, dismantled or stored | | | |
| | Highways..... | | 217.4 miles |
| | Secondary Roads..... | | 7.03 miles |
| Salt used for de-icing roads, calcium chloride used for de-icing roads and dust layer | Highways..... | | 3060.8 tons |
| | Secondary Roads..... | | 116.0 tons |
| Roads snowploughed and kept open | | | |
| | Highways..... | | 551.28 miles |
| | Secondary Roads..... | | 101.1 miles |
| Shrubs received from D.H.O. Nursery at Midhurst (number) | | | 2700 |
| Maintenance of Roadside Picnic Places (number) | | | |
| | Highways..... | | 93 |
| | Secondary Roads..... | | 6 |
| Maintenance of Tables and Benches in Roadside Picnic Places (number)—Highways..... | | | 113 |
| | Secondary Roads..... | | 8 |
| Maintenance of Snow Hedges (planted to-date)..... | | | 5.72 miles |
| Maintenance of Snow Hedges (planted this year)..... | | | 0.98 miles |
| Routine Maintenance of King's Highways..... | | | 551.28 miles |
| Maintenance of Scale Houses—number..... | | | 1 |

Division No. 8—Kingston

CONSTRUCTION

Work on King's Highways was largely confined to resurfacing existing pavements. Three curves on Highway 2 west of Prescott were reggraded and a total of 8.50 miles of this highway was resurfaced. 2.0 miles of Highway 29 from Brockville northerly, and 19.7 miles of Highway 42, between Forthton and Newboro

were also resurfaced. Bituminous Hot Mix was laid on 5.3 miles of new grade completed last year on Highway 15. Grading on the Lansdowne-Ivy Lea and Smiths Falls-North Gower, Development Roads was completed, and grading began on two sections of Development Road from Highway 7 through Lanark to Hopetown a distance of 14.8 miles. Both these sections are 50% completed. A fill was also constructed over a swamp on the Clarendon Secondary Road.

MAINTENANCE

Routine maintenance was carried out on a total of 584.53 miles of King's Highways and 5.5 miles of Secondary road. In addition, 19.5 miles of Development Road from Smiths Falls to North Gower were maintained. A total of 42.6 miles of Bituminous Surface treatment was applied to Highway Nos. 33 and 41; and 41.8 miles of Gravel Surface on Highways 2, 37, 38, 41, 95, and 96; and 3.5 miles on the Clarendon Secondary Road were primed. Calcium Dust Layer was applied on 26.4 miles of Highway Nos. 95 and 96 on Wolfe Island and on 21.5 miles of Development Roads.

Winter Maintenance was carried out on the entire mileage of King's Highways and Secondary Roads and on 19.5 miles of Development Roads, and 5,100 tons of salt were used.

A winter Road Information Service was maintained in the Division Office on a 24-hour basis from December 1st, until after the end of the fiscal year.

GLENORA FERRY

This ferry, providing the link between Adolphustown and Glenora, across the Bay of Quinte, on Highway No. 33, was in operation for 293 days, from April 1st, 1949 to January 18th, 1950. During the greater part of the year, the service was provided by the ferry "Quinte" but from June 1st to September 30th. A second, smaller ferry, the "Nahomis" was also in service. A total of 10,493 crossings were made, carrying 86,915 passenger vehicles and 7,559 trucks. The peak volume of traffic occurred on August 1st, when 1065 vehicles were carried.

GRADING, CULVERTS AND GRANULAR BASE

| | | |
|-----------|--|------------|
| Hwy. No. | | |
| 2 | Between Maitland and Prescott (three curves west of Prescott)..... | 0.7 miles |
| Dev. Rds. | Smiths Falls to North Gower, 1948-49..... | 19.5 miles |
| | Highway 2S to Highway 2, 1948-49..... | 2.6 miles |
| | Highway No. 7 to Hopetown, 1949, 50% complete.... | 7.1 miles |
| | | 29.2 miles |

GRANULAR BASE, NOT INCLUDING GRADING

| | | |
|-----------|--|------------|
| Dev. Rds. | Highway 7 to Clarendon..... | 5.5 miles |
| | Smiths Falls to North Gower (1948-49)..... | 9.5 miles |
| | Smiths Falls to North Gower (1948-49)..... | 10.0 miles |
| | Ivy Lea to Lansdowne..... | 2.6 miles |

BRIDGES BUILT

| | | |
|-----------|--|--------|
| Sec. Rds. | On Road from Highway 7 to Clarendon..... | 1 only |
| Dev. Rds. | Smiths Falls to North Gower Road..... | 2 only |

BITUMINOUS HOT MIX PAVEMENT

| | | |
|----|------------------------------------|-----------|
| 2 | Prescott Westerly..... | 0.7 miles |
| 15 | Jct. Battersea Road southerly..... | 5.3 miles |
| | | 6.0 miles |

BITUMINOUS RESURFACING OF OLD PAVEMENTS

| | | |
|----|---------------------------|-----------|
| 2 | Brockville westerly..... | 2.0 miles |
| 2 | Maitland to Prescott..... | 6.5 miles |
| 29 | Brockville Northerly..... | 2.0 miles |



Stage Development of Highway 2S near La Rue Mills



A Department roadside park on Highway 7 at Silver Lake east of Sharbot Lake

| | | |
|-------------------------------------|--|-------------|
| 42 | Forthton to Delta..... | 14.9 miles |
| 42 | Crosby to Newboro..... | 4.8 miles |
| | | 30.2 miles |
| 33 | Glenora Ferry—Collins Bay (on top of penetration)... | 27.0 miles |
| 41 | Kaladar-Tamworth Corner (on top of mulch)..... | 15.6 miles |
| | | 42.6 miles |
| BITUMINOUS PRIME ON GRAVEL SURFACES | | |
| | On Highways No. 7, 18, 37, 38, 41, 95 and 96..... | 45.3 miles |
| CALCIUM DUST LAYER | | |
| 95 & 96 | On Wolfe Island..... | 26.4 miles |
| Dev. Rds. | 2S (Ivy Lea.)—Lansdowne (No. 2)..... | 2.0 miles |
| | Smiths Falls—North Gower..... | 19.5 miles |
| | | 21.5 miles |
| CRUSHED STONE AND STONE ON ROADS | | |
| | On Road | Stockpiled |
| Sec. Rds. | No. 7 northerly, Clarendon | |
| | Road, Oso Twp..... | 2,500 tons |
| | | 7,500 tons |
| Dev. Rds. | Smiths Falls to North | |
| | Gower..... | 19,000 tons |
| | | 4,000 tons |
| | Ivy Lea to Lansdowne... | 2,600 tons |
| | | 4,500 tons |
| | Right of Way Fences erected, Highways 2, 15, 37 and | |
| | 41..... | 10.4 miles |
| | Snow Fences erected, dismantled or stored..... | 127.0 miles |
| | Salt used for de-icing roads..... | 5110.0 tons |
| | Calcium Chloride used for dust layer..... | 170.0 tons |
| | Roads snow-ploughed and kept open..... | 590 miles |
| | Shrubs received from D.H.O. Nurseries, Midhurst | |
| | number | 1000 |
| | Maintenance of Roadside Picnic Places, number to- | |
| | date..... | 52 |
| | Maintenance of Tables and Benches in Off-road Parks, | |
| | number to-date..... | 175 |
| | Maintenance of Off-Road Park Areas.....acres | 177 |
| | Maintenance of Snow Hedges..... | 1 |
| | Maintenance of King's Highways (entire system)..... | 584.7 miles |
| | Maintenance of Secondary Roads..... | 5.5 miles |

Division No. 9—Ottawa

CONSTRUCTION

Work was completed on a revision of Highway 17 easterly from Green's Creek. This was extended, making 11 miles in all 1949. Grading was also done on a section of Highway 29. Granular Base was laid on Highway 17 north of Glasgow on a section over which heavy loads of gravel had been hauled for the Hydro Dam at Stewartville. Granular Base was also laid on portions of No. 17 at Eastview, Highway 34 at Lancaster to Alexandria, and over an old pavement on Highway 31 from Carleton County Line North. Crushed Gravel was laid on Revision of Highway 17 easterly from Green's Creek and on Highway 31 on granular base Carleton County Line North.

MAINTENANCE

H.L. 5 Base Course and H.L. 1 Top Course was laid on Highway 17 northerly from Glasgow and H.L. 1 Top Course from Mississippi Bridge to Arnprior. Super-elevation improved on curves by padding the Base Course. Also on Highway 17 from Cumming's Bridge through Eastview, H.L. 5 Base and H.L. 1 Top was laid, and for 4000 feet from Cumming's Bridge is 40' wide; the balance is

33' wide. Also on Highway 17, north of Halleys H.L. 5 Base Course and H.L. 4 Top Course was laid on granular base laid in 1948.

On Highway 34, Lancaster to Alexandria, part of which consisted of 10 ft. width of concrete pavement and 10 ft. of stabilized gravel an H.L. 5 Base and a H.L. 4 Top was laid.

Bituminous Prime was applied by means of Buckeye Spreaders with excellent results on 60.18 miles of Highways and Secondary Roads.

On Highways 15 and 17 3500 tons of Asphalt patching were applied early in the season, bringing the roads to good condition soon after the frost was out.

On Highways 16, 17 and 31 Surface Treatment was applied for a total of 56.71 miles. A jeep was used to convoy traffic past the work.

On Highways 43 and 34 Plant Mix Mulch was applied using a Kwik-Mix Plant. This plant mixed the material for early patching so was kept busy most of the season.

GRADING, CULVERTS AND GRANULAR BASE

| Hwy. No. | | |
|-----------|---|-------------|
| 17 | Green's Creek easterly, commenced in 1948...in 1949 | 2.0 miles |
| | 5 miles east of Green's Creek easterly, commenced in 1948.....in 1949 | 4.2 miles |
| 29 | Almonte to Pakenham, commenced in 1948,...in 1949 | 4.98 miles |
| 31 | Dundas Carleton Line northerly,.....in 1949 | 3.0 miles |
| | | 19.18 miles |
| Sec. Rds. | Calabogie to Brightside..... | 0.5 miles |
| | Calabogie to Burnstown..... | 0.5 miles |
| | | 1.0 miles |

GRANULAR BASE LAID, not including Grading

| | | |
|----|-------------------------------|-----------|
| 17 | Glasgow Station westerly..... | 1.0 miles |
| 17 | Town of Eastview..... | 1.3 miles |
| 34 | Alexandria to Lancaster..... | 2.7 miles |
| | | 5.0 miles |

BRIDGES BUILT

| | | |
|----|--|--|
| 29 | Indian Creek Bridge, commenced in 1948, completed in 1949. | |
|----|--|--|

BITUMINOUS HOT MIX PAVEMENT

| | | |
|----|--|------------|
| 17 | On Old Pavement Haleys to Muskrat River Bridge 1949..... | 3.0 miles |
| 34 | On Old Concrete Pavement Alexandria to Lancaster... | 13.0 miles |

BITUMINOUS RESURFACING OF OLD PAVEMENTS

| | | |
|----|---|------------|
| 17 | Old Concrete Pavement Glasgo Station westerly..... | 5.0 miles |
| | Old Concrete Pavement Mississippi River Bridge to Arnprior..... | 5.8 miles |
| | Old Pavement H.C. Asphalt Town of Eastview..... | 1.3 miles |
| 43 | Old Pavement Penetration, Alexandria to Monkland.. | 6.0 miles |
| | | 18.1 miles |

BITUMINOUS SURFACE TREATMENT

| | | |
|----|-----------------------------------|-------------|
| 16 | Ottawa to Manotick..... | 12.85 miles |
| 17 | Green's Creek to Plantagenet..... | 32.96 miles |
| 31 | Ottawa to Greely..... | 10.90 miles |
| | | 56.71 miles |

BITUMINOUS PRIME ON GRAVEL SURFACES

This was carried out on Highways 29, 43, and 44 for 17.18 miles and on Secondary Roads, Burnstown to Black Donald Mine and Calabogie to Lanark Township Line for 43 miles.



A Department roadside park on Highway 29 near Almonte



A diversion on Highway 17 at Green's Creek, east of Ottawa showing selected granular material

Hwy. No.

| | |
|---|--------------|
| Right of Way Fences erected..... | 23.8 miles |
| Snow Fences erected, dismantled or stored..... | 169.4 miles |
| Chemicals used for de-icing roads and dust layer | |
| Salt..... | 5531 tons |
| Calcium Chloride..... | 163 tons |
| Roads snow-ploughed and kept open..... | 507 miles |
| Maintenance of Roadside Picnic Places (to-date) | |
| number | 38 |
| Maintenance of Tables and Benches in Picnic Places (to-date)..... | |
| number | 91 |
| Maintenance of Benches in Off-road Parks (number to-date)..... | 27 |
| Maintenance of Off-Road Park Areas (acres)..... | 7.0 acres |
| Maintenance of Snow Hedges Planted to-date..... | 3.9 |
| Planted this year..... | |
| Routine Maintenance on King's Highways..... | 462.58 miles |
| Maintenance of Scale Houses..... | 3 |
| number to date | |

Division No. 10—Bancroft

CONSTRUCTION

Construction of new grade between Millbridge and Bannockburn on Highway 62 was completed by contract. This work eliminated approximately four miles of exceptionally crooked and dangerous road. A new grade was constructed over Selby Hill on Highway 62 north of Bancroft, for a distance of approximately 2 miles. This eliminated a mile long hill which was one of the most crooked and dangerous in the highway system. Several other construction jobs were completed at different points which very materially improved our highway system.

A large mileage of new mulch was laid over grade which was improved with the addition of large quantities of granular material and reconditioning of drainage generally. This work was performed with division personnel.

The collapse of a steel truss span over the Bonnechere River on Highway 60 east of Killaloe forced the use of a long detour until the bridge was finally replaced by a temporary pile trestle structure.

A number of old wooden culverts were replaced by concrete structures at different points in the division. This work was performed under contract.

MAINTENANCE

Prime surfacing was applied to a large mileage of gravel road surface in the categories of both King's Highways and Secondary Roads. Maintenance of these surfaces was kept up, and thus provided a very satisfactory driving surface, free of dust and washboard, over a very extensive area of country.

Considering the driving surfaces generally in the division, both King's Highways and Secondary Roads, the combination of permanent surfacing, mostly mulch and the temporary prime surfacing, has resulted in a quite satisfactory driving condition throughout the year.

The winter of 1949-50 was not unusually severe and it was possible to keep the roads generally quite free of snow and icing.

A start was made in replacing some of the old, lighter trucks used in snow-plow operations, with new and more powerful equipment, with a resultant efficiency in winter operations.

GRADING, CULVERTS AND GRANULAR BASE

| Hwy. No. | | Miles |
|----------|--|-------|
| 41 | Mazinaw Lake to Denbigh.....(incomplete) | 2.1 |
| 62 | Wellington to Killaloe..... | 1.1 |



A Department roadside park on Highway 60 west of Barry's Bay

Hwy. No.

| | | |
|-----------|---|-------------|
| | | 9. |
| 62 | Madoc to Maynooth..... | 5.5 |
| | | 8.7 |
| 62 | Culverts only Madoc to Pembroke..... | 4. |
| 60 | Culverts only Park H.Q. to Golden Lake..... | 5. |
| Sec. Rds. | Killaloe to Round Lake..... | 1.25 |
| Dev. Rds. | Eganville to Pembroke.....1949 | 15.0 |
| | Eganville to Hyndford.....1949 | 4.0 |
| | Highway 62 to Coe Hill.....1949 | 8.0 |
| | | 27.0 |
| | GRANULAR BASE LAID NO GRADING INCLUDED | |
| 62 | Madoc north to..... | 7.25 |
| | Millbridge to Gilmour..... | 8.00 |
| | Alice to Pembroke..... | 7.00 |
| 28 | Burleigh northerly..... | 18.00 |
| | | 40.25 |
| | GRAVELLING CONTRACTS | |
| 41 | Cloyne to Denbigh..... | 25,000 tons |
| 62 | Millbridge to Gilmour..... | 20,000 tons |
| 62 | Combermere to Barry's Bay..... | 20,000 tons |
| 62 | Round Lake to Pembroke..... | 25,000 tons |
| 62 | Bannockburn to Millbridge..... | 15,000 tons |
| 62 | Bancroft to Maynooth..... | 4,000 tons |
| Dev. Rds. | Eganville to Pembroke..... | 46,800 tons |
| | Highway 62 to Coe Hill..... | 7,200 tons |
| | Douglas to Highway 17..... | 20,000 tons |
| | | 75,000 tons |

BRIDGES BUILT

Killaloe to Round Lake, Hematite Mine Bridge, re-
erected at Byers Creek.

BITUMINOUS ROAD MULCH SURFACE

| | | |
|-----------|-----------------------------|-------------|
| 41 | Cloyne to Denbigh..... | 113.5 miles |
| 62 | Madoc to Bancroft..... | 11.5 miles |
| 62 | Round Lake to Pembroke..... | 14.0 miles |
| | | 39.0 miles |
| Dev. Rds. | Eganville to Pembroke..... | 7.8 miles |
| | Douglas to Highway 17..... | 8.2 miles |
| | | 16.0 miles |

BITUMINOUS SURFACE TREATMENT

| | | |
|----|---------------------------------|------------|
| 41 | Dacre to Denbigh..... | 27.0 miles |
| 60 | Deacon to 6 miles easterly..... | 6. miles |
| | | 33. miles |

BITUMINOUS PRIME ON GRAVEL SURFACES

| | | |
|-----------|---|-----------|
| Sec. Rds. | On Highways 28, 41 and 62..... | 141 miles |
| | (Bancroft-Haliburton Boundary) (Cloyne to Pelvna) | |
| | (Eganville-Cormac) (Dacre-Hyndford) (Dacre- | |
| | Shamrock) (Killaloe-Round Lake) (Combermere- | |
| | Burgess Mine) (Combermere-Quadville) (Killaloe- | |
| | Brudenell) (Whitby-Maynooth) (Apsley-Chandoes).. | 112 |

BITUMINOUS PRIME ON GRAVEL SURFACES

| | |
|--|----|
| (Eganville-Douglas) Eganville-Pembroke)..... | 13 |
|--|----|

CALCIUM CHLORIDE

| | | |
|-----------|--|----|
| Sec. Rds. | (Madawaska-Cross Lake) (Cloyne-Pelvna) | |
| | (Killaloe-Round Lake) (Bancroft-Herman) (Bancroft- | |
| | Haliburton Bdry.)..... | 60 |

CRUSHED GRAVEL AND STONE ON ROADS

| | | |
|-----------|--|-----------------------|
| 41 | 10 miles north of Cloyne for 1950 mulch..... | 7,000 tons |
| 62 | Alice..... | 4,000 tons |
| 62 | Barry's Bay..... | 7,000 tons |
| 62 | 6 Miles west of Barry's Bay..... | 3,000 tons |
| 62 | Combermere..... | 10,000 tons |
| 62 | 6 Miles north of Millbridge for 1950 mulch..... | 8,000 tons |
| 62 | Millbridge..... | 6,000 tons |
| 62 | Millbridge for patching..... | 7,500 tons |
| | | 52,500 tons |
| Dev. Rds. | Pembroke-Eganville for Mulch..... | 30,000 tons |
| | Right of Way Fences erected..... | Highways 6.3 miles |
| | | Dev. Roads 15.5 miles |
| | | 21.8 miles |
| | Salt and Calcium Chloride used for de-icing roads..... | 1,400 tons |
| | Roads snow-ploughed and kept open..... | 555 tons |
| | Maintenance of Roadside Picnic Places (number)..... | 17 |
| | Maintenance of Tables and Benches in Off-road Places | |
| | —number to-date..... | 57 |
| | Maintenance of Off-road Park Areas..... | 70 acres |
| | Maintenance of Snow-Hedges Planted to-date..... | 3 miles |
| | Routine maintenance on King's Highways..... | 349 miles |
| | Snow fences erected, dismantled and stored..... | 20.3 miles |

Division No. 11—Huntsville

CONSTRUCTION

Grading and culvert work on Highway 11 Severn to Northern Limits of Gravenhurst completed, and a further extension of 5.5 miles northerly was 60% completed, and a 2 mile revision south of Huntsville was finished. On Highway 69 north of Britt, a 4.5 mile section was 70% carried out.

On Secondary Roads from Gooderham to Tory Hill, 4.0 miles of new construction was finished and a 2.0 mile revision between Wilberforce and Harcourt. On the Parry Sound-Sundridge road work was 40% completed on a 1.5 mile revision to eliminate two level C.N.R. crossings.

On Development Roads, construction consisted of widening, straightening and reducing steep grades and curves, installing culverts, grading and general improvement over 26 miles in Parry Sound District, 24 miles in the Muskoka District and 19.3 miles in Haliburton county.

MAINTENANCE

Bituminous Road Mix Mulch was laid on 47.5 miles of Highways and Secondary Roads, on Highway 11, 13.1 miles, on Highway 60 for 1.5 miles and on Secondary Roads 33.9 miles.

Bituminous Resurfacing of Old Pavements—5 miles on Highways 11, 35, 60 and 69 and also 1.5 miles on Secondary Roads.

Bituminous Surface Treatment applied on 75 miles of road Highways 11, 35, 60 and Secondary Roads.

Bituminous Prime applied to 185 miles. Highway 11 revisions 8 miles, Highway 69, 60 miles and Secondary Roads 117 miles.

BRIDGES BUILT

On Highway 11 South River, 80' Concrete Arch, Highway 60. Oxtongue River, concrete structure, on Highway 35, Gull River, structure 75% completed. On Utterson-Windermere Road, Shea's Creek Bridge widened to 30 feet. A new concrete bridge built over South Branch of Muskoka River, at Mathiasville, completed.

Crushed Gravel and Stone, 101,520 tons of crushed gravel was applied or placed in stock piles. In Muskoka District, on King's Highways 1,845 tons; on Secondary Roads 7,285 tons. Parry Sound District, King's Highways 450 tons; on Secondary Roads, 82,270 tons. In Haliburton County, King's Highways 1,570 tons and on Secondary Roads 8,100 tons.

Calcium Dust Layer applied on 22 miles of new construction on Highways 11 and 69, 100 miles on Secondary Roads and 16 miles on Development Roads.

GRADING, CULVERTS AND GRANULAR BASE

| Hwy. No. | | Miles |
|-----------|--|-------|
| 11 | Severn-Northern limits of Gravenhurst commenced 1948, in 1949..... | 3.5 |
| 11 | 2 miles south of Huntsville to 5 miles south, commenced in 1948, in 1949..... | 2.0 |
| 11 | Gravenhurst to South Falls (5.5 mile section in 1949)..... | 0.5 |
| 69 | Britt-Bekanon (4.5 mile section) in 1949..... | 3.0 |
| | | 8.5 |
| Sec. Rds. | Gooderham-Tory Hill (On 7 mile section) in 1949..... | 4.0 |
| | Wilberforce-Harcourt (revision) (on 2.0 mile section) 1949.... | 2.0 |
| | Highway 69—Waubamick (revision) (on 1.5 mile section) 1949. | 0.6 |
| | | 6.6 |
| Dev. Rds. | (South Portage-Huntsville, Baysville Rd. cleared, grubbed and rough graded)..... | 6.0 |



A recently-constructed diversion on Highway 11 south of Huntsville

Hwy. No.

| | | | |
|-----------|--|-----------------|------|
| | (Skeleton Lake-westerly along Skeleton Lake cleared, grubbed and rough graded..... | | 3.0 |
| | Haliburton-Eagle Lake Rd., W. Highway 35 in 1949..... | | 13.5 |
| | Redstone Lake—Kenesis (commenced 1948) in 1949..... | | 6.0 |
| | Muskoka Falls to Clear Lake (commenced 1946) in 1949..... | | 24.0 |
| | South River-West Boundary Macher Twp (commenced 1946) 1949..... | | 9.0 |
| | Emsdale to Kearney (commenced 1947) 1949..... | | 5.0 |
| | Highway 69—Shebeshekong River (commenced 1948) 1949.... | | 8.0 |
| | Rosseau—South Bdry. Humphrey Twp. (commenced 1949) 1949..... | | 3.0 |
| | Sundridge—1 mile E. Sundridge (commenced 1949)1949..... | | 1.0 |
| | | | 78.5 |
| | GRANULAR BASE—No Grading | | |
| 11 | Severn to north boundary Division Highway | | |
| | 11..... | 14,600 cu. yds. | 14.1 |
| 69 | Gravenhurst to Britt..... | 2,000 cu. yds. | 2.0 |
| 35 & 60 | Highway 11 Division Boundary..... | 1,000 cu. yds. | 1.0 |
| | | 17,600 cu. yds. | 17.1 |
| Sec. Rds. | Minden-Kinmount..... | 10,000 cu. yds. | 10.0 |
| | Haliburton to Eagle Lake..... | 500 cu. yds. | 0.5 |
| | Falkenburg to Rosseau..... | 10,200 cu. yds. | 10.2 |
| | Utterson to Windermere..... | 13,200 cu. yds. | 13.2 |
| | | | 33.9 |
| | GRAVELLING CONTRACTS | | |
| Sec. Rds. | Sundridge to Magnetawan..... | | 14.0 |
| | Burk's Falls to Dunchurch..... | | 25.0 |
| | Emsdale to Sprucedale..... | | 10.0 |

| | | | | |
|-----------|--|------------|--|-----------|
| Hwy. No. | BRIDGES BUILT | | | 49.0 |
| 11 | South River (Trout Creek) to Highway 55—1 mile north of Minden Highway 60—7 miles east of Jct. with Hwy. 35 | | | |
| Sec. Rds. | Utterson to Windermere. | | | |
| Dev. Rds. | Highway 11—Mathiasville—(for details of bridges see Bridge Report) | | | |
| | BITUMINOUS ROAD MIX MULCH SURFACE | | | |
| 11 | 3 sections Severn-South River (1 at 7.0 mi. 1 at 3.2 mi. and 1 at 2.9 miles)..... | | | 13.1 |
| 60 | Oxtongue River Bridge approaches..... | | | 0.5 |
| | | | | 13.6 |
| Sec. Rds. | Highway 35 to Kinmount..... | | | 10.0 |
| | Haliburton to Eagle Lake..... | | | 0.5 |
| | Falkenburg-Rosseau..... | | | 10.2 |
| | Utterson to Windermere..... | | | 13.2 |
| | | | | 33.9 |
| | BITUMINOUS RESURFACING OF OLD PAVEMENTS | | | |
| 11 | Gravenhurst to South River..... | 3,000 tons | | 3.0 |
| 35 | Minden to South boundary..... | 500 tons | | 0.5 |
| 60 | Huntsville to Dwight..... | 500 tons | | 0.5 |
| 69 | Gravenhurst to Nobel..... | 1,000 tons | | 1.0 |
| | | | | 5.0 |
| Sec. Rds. | Bracebridge to Highway 69..... | 750 tons | | 0.75 |
| | Bracebridge to Dorset..... | 750 tons | | 0.75 |
| | | 1,500 tons | | 1.50 |
| | BITUMINOUS SURFACE TREATMENT | | | |
| 11 | South River north and south 4.5 miles, Highway 60 Dwight-Algonquin park sta. 19.0 miles, Highway 35 south boundary Division—Carnarvon 15.6 miles..... | | | 39.1 |
| Sec. Rds. | Dorset to Glen Orchard 28.5 miles, Huntsville to Baysville 7.5 miles..... | | | 35.9 |
| | BITUMINOUS PRIME ON GRAVEL SURFACES | | | |
| 69 | Glen Orchard to Britt 60 miles Highway 11 Severn to Gravenhurst 3.0 miles, Highway 11 Revision south of Huntsville 2 miles, revision north of South River 3.0 miles..... | | | 68.0 |
| Sec. Rds. | Patterson's Cors. to Hwy. 69, 28 miles, Parry Sound to Burk's Falls 40 miles, Sundridge to Magnetawan 13 miles, Emsdale to Sprucedale 9 miles..... | | | 112 |
| | Kinmount to Gooderham 18 miles, and Eagle Lake to Redstone Lake—4 miles | | | |
| Dev. Rds. | Emsdale to Kearney..... | | | 5.0 |
| | CALCIUM DUST LAYER | | | |
| 11 | Severn to 5.5 miles north of Gravenhurst..... | 110 tons | | 11.5 |
| | Revision south of Huntsville..... | 30 tons | | 3.0 |
| | South River—Northerly..... | 30 tons | | 3.0 |
| | Brit—Northerly..... | 80 tons | | 4.5 |
| | | 250 tons | | 22.0 |
| Sec. Rds. | Dunchurch to Ardbeg 16 miles, Highway 69 Sprucedale 32.0 mi. Highway 60 to Interlaken 10 miles, Haliburton to Wilberforce 10 miles, Gooderham to east boundary 32 miles..... | | | 100 miles |
| Dev. Rds. | South River to Eagle Lake 9.0 miles Highway 69 Carling P.O. 7.0 miles..... | | | 16 miles |

Hwy. No.

CRUSHED GRAVEL AND STONE ON ROADS

| | | Stockpiled | On Roads | |
|-----------|--|-------------|-------------|-------------|
| 11 | South River, north and south..... | | 450 tons | 450 tons |
| | South boundary to Carnarvon..... | 170 tons | 1400 tons | 1570 tons |
| 60 | Dwight to Algonquin Park..... | | 1845 tons | 1845 tons |
| | | | | 3895 tons |
| Sec. Rds. | Bracebridge to Dorset.. | | 1800 tons | 1800 tons |
| | Bracebridge to Highway 69..... | | 1950 tons | 1950 tons |
| | Huntsville to Baysville.. | | 875 tons | 875 tons |
| | Falkenburg to Hayes Corner..... | | 1100 tons | 1100 tons |
| | Utterson to Windermere | | 700 tons | 700 tons |
| | Highway No. 60 to Interlaken..... | | 860 tons | 860 tons |
| | Emsdale to Highway 69 | 13,000 tons | 3070 tons | 16,070 tons |
| | Sundridge to Magneta- wan..... | 21,500 tons | 1,500 tons | 23,000 tons |
| | Burk's Falls to High- way 69..... | 31,000 tons | 10,600 tons | 41,600 tons |
| | Dunchurch to Ardbeg.. | | 1,600 tons | 1,600 tons |
| | Haliburton to Eagle Lake..... | | 1,000 tons | 1,000 tons |
| | Haliburton to Wilber- force..... | | 1,500 tons | 1,500 tons |
| | Kinmount to West Boundary..... | | 5,000 tons | 5,000 tons |
| | | 65,500 tons | 31,555 tons | 97,055 tons |
| | Right-of-Way Fences erected on Highway 11..... | | | 8.33 miles |
| | Snow Fences erected, dismantled or stored on Highways 11, 35, 60 and 69..... | | | 23.10 miles |
| | Snow Fences erected, dismantled or stored on Secondary Roads..... | | | 17.05 miles |
| | Salt used for de-icing roads, Calcium chloride used for de- icing roads and dust layer Highways 11, 35, 60, and 69. | | | 2045 tons |
| | Salt used for de-icing roads, Calcium chloride used for de- icing roads and dust layer on Secondary Roads..... | | | 375 tons |
| | Roads snowploughed and kept open Highways 11, 35, 60 and 69..... | | | 290 miles |
| | Roads snowploughed and kept open Secondary Roads.. | | | 367 miles |
| | Roads snowploughed and kept open Development Roads..... | | | 18 miles |
| | Equipment storage houses erected..... | | | 1 |
| | Maintenance of Roadside Picnic Places.. number to date | | | 133 |
| | Maintenance of Tables and Benches in Roadside Picnic Places..... number to date | | | 54 |
| | Maintenance of Tables and Benches in Off-Road Park Areas..... | | | 79 |
| | Maintenance of Tables and Benches in Off-Road areas acres | | | 40 |
| | Maintenance of Snow Hedges—Planted to date..... | | | 3 miles |

Division No. 13—North Bay

CONSTRUCTION

The most important project carried out this year was the completion of the hard surfacing between Mattawa and Colton Lake. The pavement consisted of a Hot Mix H.L. 4 and the work was carried out by Day Labour with the Department around Hot Mix Plant. This completes the paving operations by Day Labour of Highway 17, east of North Bay to Pembroke which was commenced in July 1947 and completed in November 1949. Granular Base was placed on Highway 17.

Grading operations are well on the way to completion between North Bay and Laronde Creek. This work will eliminate some very bad curves and a new level crossing will be established with flasher lights.

A new road was built between Mattawa and La Cave Development. The La Cave Development is a Hydro Power Project and will develop some 250,000 H.P. when completed.

Grading was well on the way to completion between Lavigne and Monetville. This will eventually connect Highway 17 with the French River area via Lavigne, Monetville and Noelville.

A contract was let for grading the Burford Hill Diversion, approximately one mile south of Callander on Highway 11.

4.85 miles of C.P.R. Diversion, west of Deux Rivieres was completed. This work was carried out for the Hydro and the new diversion of the C.P.R., at this point became necessary on account of the Des Joachim Development, which will raise the Ottawa River and flood the original C.P.R. line.

The following work was carried out for the Department of Lands and Forests: Pettawawa Access Road—9 miles of grading; Achray Road 7.5 miles of grading. Construction of approaches at Bailey Bridge over Petawawa River 1.3 miles.

Two new bridges were built over the Mattawa River on the Mattawa-La Cave Road.

One 60 ft. arch culvert on Antoine Creek on the Mattawa-La Cave Road.

One new 60 ft. rigid frame over the Jocko River on Highway 63.

A contract was let to cover the dismantling of the two bridges over the Vermillion River, west of Sudbury on Highway 17. These bridges are to be re-erected over the two crossings of the north and south channel at the West Arm of Lake Nipissing on the Lavigne-Monetville Road.

MAINTENANCE

Heavy graders are being used more for snow ploughing operations. These graders are also providing excellent results on the maintenance of gravel roads: not only is it possible to maintain a greater mileage with this heavier machine, but they provide a much smoother surface than the lighter type of grader.

General maintenance was carried out on all highways under the jurisdiction of this office, every effort being made to keep our pavements in good repair and our gravel roads smooth and dustless, particularly during the tourist season.

| GRADING, CULVERTS AND GRANULAR BASE | | |
|-------------------------------------|--|-------|
| Hwy. No. | | Miles |
| 17 | North Bay to Laronde Creek (Rough grading in 1948) . . | 3.5 |
| 17 | North Bay to Laronde Creek (Rough grading in 1949 on 4.7 miles) | |
| Sec. Rds. | Mattawa to La Cave (commenced in 1948) | 5.35 |
| | South of Verner-West Arm Crossing (Rough Grading in 1949 on 2.2 miles) | |
| | Swamp Diversion 2.5 miles west of Trout Creek on Loring Road, commenced in 1948) | 1.0 |

Hwy. No.

| | | |
|---------------------------------|------------------|-------------|
| GRANULAR BASE LAID—No Grading | | |
| Sturgeon Falls—Hagar—Day Labour | 148,000 cu. yds. | 13.42 miles |
| Mattawa—Colton Lake—Day Labour | 76,814 cu. yds. | 43.5 |

STRUCTURES BUILT 224,814 cu. yds.

Mattawa to La Cave Road—2 over Mattawa River

Mattawa to La Cave Road—Antoine Culvert

BRIDGES

Highway 63 North Bay—Temiskaming, Little Jocko River.

Highway 17 North Bay—Pembroke, Hales Creek.
(See details in Bridge Report)

CULVERTS

Highway 63, Phelps Twp. Lot 17, Con. XI 30' x 5' x 60'
(Dube Creek, Rigid Frame)

Highway 63, Phelps Twp. Lot 16, Con III 20' x 5' x 60'
(North River Rigid Frame double)

Highway 17 Bonfield Twp. Lot 1, Con XII 10' x 5' x 66'
(Menard's Flat-Concrete Box)

GRAVELLING CONTRACTS

| | | |
|-----------|--|-------------|
| 17 | Jct. Verner Road—near Warren—10 miles | 20,000 tons |
| | Sturgeon Falls to near Field—12 miles | 15,002 tons |
| | | 35,002 tons |
| Sec. Rds. | Powassan to Restoule—20 miles | 10,000 tons |
| | Trout to Loring and Spur—45 miles | 25,000 tons |
| | Hagar to North 6 miles—south of Noelville 31 miles | 25,001 tons |
| | | 60,001 tons |

BITUMINOUS HOT MIX PAVEMENT

| | | |
|----|--|------------|
| 17 | Completion Mattawa to Colton Lake 1949 | 43.5 miles |
| | Day Labour—Department Hot Mix Plant | 5.9 miles |

BITUMINOUS ROAD MIX MULCH SURFACE

| | | |
|----|----------------------------|-----------|
| 17 | North Bay to Laronde Creek | 4.0 miles |
|----|----------------------------|-----------|

BITUMINOUS SURFACE TREATMENT

| | | |
|----|---------------------------------|-------------|
| 11 | Through Powassan | .6 miles |
| | North Bay to Temagami | 36.2 miles |
| 17 | Point Alexander to Des Joachims | 9.4 miles |
| 63 | North Bay to Temiskaming | 25.15 miles |
| 94 | No. 17 Callander | 6.3 miles |
| | | 77.55 miles |

BITUMINOUS PRIME ON GRAVEL SURFACES

| | | |
|----|------------------------------|-------------|
| 17 | Verner to near Warren | 9.6 miless |
| | Colton Lake—Deux Rivieres | 30.65 mile |
| | Mattawa to Deux Rivieres | 12.85 miles |
| 61 | Sturgeon Falls to Highway 11 | 34.4 miles |
| | | 87.50 miles |

Sec. Rds. CALCIUM DUST LAYER

| | | |
|--|--|-------------|
| | Trout Creek-Loring spur, Powassan-Restoule, Hagar-Rutter, Verner-Lavigne, Field-River Valley | 136.3 miles |
|--|--|-------------|

CRUSHED GRAVEL ON ROADS

| | On Roads | Stockpiled | |
|------------|------------|-------------|-------------|
| Highway 17 | 5,000 tons | 15,000 tons | 20,000 tons |
| Highway 64 | 5,002 tons | 10,000 tons | 15,000 tons |
| | | | 35,002 tons |

| | | | | |
|-----------|---|-------------|-------------|--------------|
| Sec. Rds. | Powassan to Restoule . . . | 2,000 tons | 8,000 tons | 10,000 tons |
| | Trout Creek to Loring . . | 15,000 tons | 10,000 tons | 25,000 tons |
| | Hagar S. 6 miles-Noel- ville | 10,001 tons | 15,000 tons | 25,001 tons |
| | | | | 60,001 tons |
| | Right of Way Fences erected | | | 35.2 miles |
| | Snow Fences erected, dismantled or stored | | | 5.5 miles |
| | Roads snow-ploughed and kept open | | | 529.12 miles |
| | Salt used for de-icing roads (including salt in sand) | | | 4058 tons |
| | Calcium Chloride Dust Layer | | | 825 tons |
| | Equipment Storage sheds erected, 2 salt sheds, 3 garages —number | | | 5 |
| | Maintenance of Roadside Picnic Places—number to date | | | 3 |
| | Maintenance of Tables and Benches in Picnic Places (number to date) | | | 10 |
| | Maintenance of Tables and Benches in Off-road Parks (number to date) | | | 33 |
| | Maintenance of Off-road Park areas acres | | | 33 |
| | Maintenance of Snow Hedges—(planted to date) | | | 4.56 miles |
| | Routine Maintenance on King's Highways | | | 345.72 |
| | Maintenance of Scale Houses—number to date | | | 3. |

Division No. 14—New Liskeard

CONSTRUCTION

Grading and culvert work was carried out on a Mining Road southwest of Timmins and also one from Highway 101 to the Canadian Johns-Manville Mill; both completed to a crushed gravel surface. A Baily Bridge, 240' span, was erected across the Black River at Matheson. The remainder of Highway 101 east of Matheson to the Quebec Boundary was cleared and grubbed. Grading was completed on Development Road No. 47, a connecting link in Highway 66 through Kirkland Lake, Teck Township.

Bituminous Hot Mix was laid on sections of Highways 11 and 101.

The bridge over the Porcupine River, Highway 67 at Hoyle was completed and on Highway 65 construction continued on a bridge over the Montreal River. Under contract, Granular Base was laid on sections of Highways 65, 101 and a Secondary Road in North Temiskaming. Locations will appear later in this report.

MAINTENANCE

Routine Maintenance was carried on over the entire Division, King's Highways 339 miles and Secondary Roads 350 miles.

Crushed gravel was placed on sections of Highways 11, 65 and 101.

Bituminous Road Mix Mulch was placed by Department forces on Barber's Bay Road and on a fill on Highway 66 near Kerr-Addison Mine; also extensive patching at various locations on Highways 11, between New Liskeard and Cobalt, and on 66 east of Kirkland Lake.

Bituminous Prime Treatment was given to sections of Highway 11 at Gillies Land Field and Stoney Creek to Porquis, on Highway 65 Stoney Creek to Matchewan, on Highway 67 Porquis to Barber's Bay and on Highway 101 Matheson to Pamour.

Unusually bad icing conditions prevailed during the winter. 1627 tons of salt and calcium chloride were used for de-icing and mixing with sand. 580 miles of Highways and Secondary Roads were kept open.

GRADING, GRAVELLING AND GRANULAR BASE

| | | |
|-----------|--|-----------|
| Min. Rds. | Highway 101—Johns-Manville Mill..... | 1.5 miles |
| | 5 miles southwest of Timmins to 2.2 miles southwest.. | 8.0 miles |
| | | 9.5 miles |
| Dev. Rds. | Chaput Hughs-Kirkland Lake commenced 1948—not complete Highway 101 to Val Gage..... | 6.0 miles |

GRANULAR BASE—No Grading

| | | |
|-----------|--|-------------|
| Hwy. No. | | |
| 65 | New Liskeard to Elk Lake 42 miles..... | 30,000 tons |
| 101 | Matheson to Pamour 31 miles..... | 45,000 tons |
| 101 | Matheson to East 1949-50—11 miles..... | 10,000 tons |
| | | 85,000 tons |
| Sec. Rds. | N. Temiskaming Highway 11 to Quebec Bdry.—15 miles..... | 60,000 tons |

GRAVELLING CONTRACTS

| | | |
|-----------|---|-------------|
| 65 | Hillview to Elk Lake—36 miles..... | 48,000 tons |
| 11 | Kenogami to Wavell—20 miles..... | 20,000 tons |
| 101 | Matheson to East (1949-50) 11 miles..... | 10,000 tons |
| | | 78,000 tons |
| Sec. Rds. | North Temiskaming Rd. Highway 11—Quebec Bound- ary 15 miles..... | 24,000 tons |

BRIDGES BUILT

| | |
|----|----------------------------------|
| 65 | Elk Lake (not finished) |
| 67 | Porcupine River Bridge (1948-49) |

BITUMINOUS HOT MIX PAVEMENT

| | | |
|-----|-------------------------------------|------------|
| 101 | Highway 11 Matheson westerly..... | 0.8 miles |
| 11 | Highway 101 Matheson southerly..... | 15.2 miles |
| | | 16.0 miles |

BITUMINOUS ROAD MIX MULCH

| | | |
|-----------|--|-----------|
| 66 | Vicinity of Kerr-Addison Mine..... | 0.7 miles |
| Sec. Rds. | Barber's Bay Road 101 to 67 (Day-Labour)..... | 6.0 miles |
| | Englehart-Charlton in Town of Charlton (Day- Labour)..... | 1.3 miles |
| | | 7.3 miles |

BITUMINOUS RESURFACING OF OLD PAVEMENTS

| | | |
|----|--|------------|
| 11 | New Liskeard-Cobalt (Day Labour)..... | 5. miles |
| 66 | Kirkland Lake-Quebec Boundary..... | 4. miles |
| 67 | Barber's Bay—Connaught (Day Labour)..... | 1.5 miles |
| | | 10.5 miles |

BITUMINOUS SURFACE TREATMENT

| | | |
|----|--------------------------------|------------|
| 11 | Swastika—Kenogami..... | 6.3 miles |
| 66 | From No. 11—Kirkland Lake..... | 2.0 miles |
| 65 | Through Metachewan..... | 2.5 miles |
| 67 | Schumacher Overhead..... | 0.5 miles |
| | | 11.3 miles |

| | | |
|-----------|-----------------------------------|-----------|
| Sec. Rds. | Timmins Back Road 67—Timmins..... | 6.0 miles |
|-----------|-----------------------------------|-----------|

BITUMINOUS PRIME ON GRAVEL SURFACES

| | |
|---|-------------|
| On 11 Gillies Landing Field--2.4 miles south and Stoney Creek-Porquis | |
| On 65 Hillview-- 1.5 miles west of Stoney Creek-Matache- wan | |
| On 67 Porquis-Barber's Bay and 101 Matheson-Pamour | 107.6 miles |

Hwy. No.

CALCIUM DUST LAYER

| | | |
|---------------------|---|----------|
| 65 | From 8 miles west of New Liskeard to Stoney Creek for..... | 46 miles |
| 67 | From Connaught to Highway 101 for 11 miles on 101 Matheson to 10 miles east for..... | 10 miles |
| Sec. Rds. | North Temiskaming Rd. No. 11 to Quebec Boundary for 5 miles North Road No. 11 through Hilliardton to No. 11 at Heaslip..... | 18 miles |
| | Englehart-Charlton from Englehart via Charlton to No. 11 for 17 miles Boston Creek Road No. 11 to Boston Creek for..... | 5 miles |
| | Holtyre from Ramore to Holtyre for 5 miles Timmins West from Timmins—5 miles west for..... | 5 miles |
| A total of—132 tons | | |

CRUSHED GRAVEL AND STONE ON ROADS

| | | Stockpiled | On Roads | |
|-----------|--|-------------|-------------|-------------|
| 11 | Kenogami to Wavell... | 20,000 tons | ..... | 20,000 tons |
| 65 | Hillview to Elk Lake | 25,000 tons | 23,000 tons | 48,000 tons |
| 101 | Highway 11 to Quebec Boundary..... | 10,000 tons | ..... | 10,000 tons |
| Sec. Rds. | North Temiskaming Highway 11 to Quebec Boundary... | 12,000 tons | 12,000 tons | 24,000 tons |
| | Right of Way fences erected..... | | | 8 miles |
| | Snow Fences erected, dismantled or stored..... | | | 77 miles |
| | Salt used for de-icing roads, calcium chloride used for de-icing roads and dust layer..... | | | 1,697 tons |
| | Roads snow-ploughed and kept open..... | | | 580 miles |
| | Maintenance of Roadside Picnic Places (number to date)..... | | | 2 |
| | Maintenance of Tables and Benches at Picnic Places (number to date)..... | | | 4 |
| | Maintenance of Off-road Park Areas..... | | | 17 |
| | Maintenance of Snow hedges planted to date (7000 trees) | | | 4 miles |
| | Maintenance of Scale Houses, number..... | | | 3 |

Division No. 16—Cochrane

CONSTRUCTION

To eliminate several sharp curves a section of the road from Porquis Airport north was revised. Granular base was laid south of this work to Perquis Jct., over a muskeg.

Immediately west of Smooth Rock Falls a diversion of No. 11 eliminated three sharp curves. Work was done by Day Labour and some rented contractor's equipment.

Road mix mulch was placed on Highway 11 South of Cochrane, leaving 17 miles to be treated in 1950. The section thus paved seems to have come through the winter fairly well.

Hot Mix Pavement was laid East from Kapuskasing for 10 miles. This included correction of grade distortion, granular base and ditching.

40,000 cubic yards gravelling by day labour on Highway 11, Hunta to Smooth Rock Falls, Departure Lake and Fauquier. The modern garage at Cochrane is nearly completed and was badly needed so that Division equipment can be kept in repair.

On Highway 11, Bridges at Mattice over the Missinaibi River, Frederickhouse River, 5 miles west of Cochrane, and over the Mattawishkwia River on Hearst-Coppell Road was completed. In connection with these bridges both alignment and grader were improved and the same improvement was accomplished in the reconstruction of six timber bridges along the highway by division forces.

MAINTENANCE

Four new Power Graders received during the year enabled the division to maintain roads in a more satisfactory manner.

From Kapuskasing easterly, for 10 miles, a 15 inch layer of granular base was laid and consolidated to make a grade for Hot Mix Paving. Only a few minor heaves have occurred. On the 10 mile section, east of this, soft spots that appeared during the fall were excavated and backfilled with suitable material.

GRADING, CULVERTS AND GRANULAR BASE

Porquis Airport-Nellie Lake, Grading and Granular "B" Base completed.

Granular "A" material and crushed gravel to be placed in 1950.

Frederickhouse Rover Bridge approaches..... 0.75 miles

Hearst-Long Lac (not completed)

Development Road—Remi Lake—commenced 1948..... 1.0 miles

GRANULAR BASE—No Grading

Hunta-Driftwood—22,000 cu. yds..... 22.0 miles

Val Rita Swamp—4,000 cu. yds..... 0.75 miles

Harty Swamp—4,000 cu. yds..... 0.75 miles

Fauquier-Smooth Rock Falls—9,250 cu. yds..... 20.00 miles

43.5 miles

GRAVELLING CONTRACTS

Smooth Rock Falls—Fauquier—20,000 tons..... 20.0 miles

BRIDGES BUILT

No. 11 Frederickhouse River, steel, Porquis-Cochrane, 3 wood, Hearst-Coppell, 2 temporary wood. Kapuskasing-Hearst, 1 wood, Way and Lowther Townships, 2 wood.

BITUMINOUS HOT MIX PAVEMENT

Kapuskasing easterly..... 10 miles

BITUMINOUS ROAD MIX MULCH SURFACE

From 4 miles south of Cochrane to 16 miles southerly..... 12 miles

BITUMINOUS RESURFACING OF OLD PAVEMENTS

All mulch surfaces, Hearst 1 mile, Smooth Rock Falls 1 mile, Porquis-Iroquois Falls .5 mile..... 2.5 miles

BITUMINOUS SURFACE TREATMENT

Through Hearst 2 miles, Mattice 1.0 mile, Opasatika 1.0 miles, Kapuskasing 3.0 miles, Smooth Rock Falls 2.0 miles, Cochrane 4 miles south 4.0 miles..... 13.0 miles

BITUMINOUS PRIME ON GRAVEL SURFACES

16 miles south of Cochrane—Porquis Jct. Day Labour..... 16.0 miles

CALCIUM DUST LAYER

Cochrane-Hearst, all of Highway 11 except paved and Primed Surfaces..... 127 miles

Hearst-Long Lac (various locations)..... 40 miles

| | |
|---|---------------------------------|
| CRUSHED GRAVEL AND STONE ON ROADS | |
| Highway 11 Smooth Rock Falls to Fauquier..... | 20,000 tons |
| ROOT-OF-WAY FENCES ERECTED | |
| Porquis Junction to Hearst 16130 rods..... | 5.04 miles |
| SNOW FENCES ERECTED, DISMANTLED OR STORED | |
| Laquois Falls to Hearst—196,600 feet..... | 37.24 miles |
| CHEMICALS FOR DE-ICING ROADS | |
| Porquis Junction to Long Lac..... | Salt..... 227 tons |
| | Calcium Chloride..... 1039 tons |
| EQUIPMENT STORAGE HOUSES ERECTED | |
| Kapuskasing, Hearst, Nagagami and Pagwa (number)..... | 4 |
| Maintenance of Roadside Picnic Places (number to date)..... | 12 |
| Maintenance of Tables and Benches in Roadside Parks (number to date)..... | 12 |
| Maintenance of Scale Houses—Built this year Cochrane 1..... | |
| Maintenance of Scale Houses—Built this year Hearst 1..... | 2 |

Division No. 17—Sudbury

CONSTRUCTION

The construction item of most interest in this Division was the connecting up of the last 13 miles of grade on the Chapleau-Thessalon road with the existing Irish road north from Thessalon. This connection was made late last summer, and a considerable use of the road followed immediately in spite of the comparatively heavy going.

Another item of interest was the construction of the steel bridge crossing the Vermilion River. A new construction method patterned on that used in the construction of Bailey Bridges was used in this case. The bridge was framed on the bank in a longitudinal half section resting on rollers. On the completion of the assembly of each half section, it was pushed across the river into place and lowered onto the bridge seat. While this was a new procedure the launching took place without incident.

MAINTENANCE

The major change in maintenance this year in the Sudbury Division is the greatly increased use of Prime Dust Layer on main highways and secondary roads. A total of approximately 212 miles was treated and good results were obtained, particularly on Manitoulin Island. This priming was of particular value to the Division, not only in abating the dust nuisance, but in freeing several pieces of equipment (heavy) which normally was used on dragging gravel roads. On the completion of the prime, these graders were used for the balance of the summer and fall in re-shaping narrow roads, widening same and improving drainage.

The Secondary road from Chapleau to Thessalon was again kept open for traffic this winter and carried a very heavy traffic of trucks hauling timber products to rail.

A night shift for snowplowing and sanding was operated in the Sudbury area for the first time this year, and enables the Division to give much improved service during the past winter.

How. No.

GRADING, CULVERTS AND GRANULAR BASE

| | | |
|----|---|-----------|
| 68 | Loon Lake Diversion—commenced..... | 0.2 miles |
| | Fox Lake Diversion—complete..... | 1.5 miles |
| | 1st Lewis Lake Diversion—complete..... | .13 miles |
| | Second Lewis Lake Diversion—complete..... | .06 miles |



Granular base construction before paving, No. 17 Highway near the junction of No. 68 Highway.

| Hwy. No. | | |
|-----------------------------------|---|-----------------------------|
| 17 | Vermilion River—Whitchish—complete..... | 2.0 miles |
| | Vermilion River Bridge approaches..... | 0.2 miles |
| Sudbury | McKerrow—east and west—commenced..... | 6.5 miles |
| | Ramsay Lake—east and west—complete..... | 0.15 miles |
| | | 10.74 miles |
| Sec. Rds. | From 42 miles south of Chapleau, southerly for..... | 8. miles |
| | From Chapleau south, Hinkler Lake—13.5 miles North..... | 13.5 miles |
| GRANULAR BASE LAID—No Grading | | 21.5 miles |
| 17 | Markstay—5 miles westerly, commenced, to be finished in 1950..... | 5. miles |
| | | |
| Sec. Rds. | Hanmer-Bailey's Corner-Hanmer southerly (3400 cu. yds.)..... | .05 miles |
| | Little Current-West Bay at Honora, scattered lifts (2500 cu. yds.)..... | 2.00 miles |
| | | 2.05 miles |
| BRIDGES BUILT | | |
| 17 | Vermilion River | |
| | Sec. Rds. 11 on Thessalon Chapleau Road..... | |
| | | 2 on Development Roads..... |
| (For details see Bridge Report) | | |
| BITUMINOUS HOT MIX PAVEMENT | | |
| 17 | McKerrow—east and west..... | 6.5 miles |
| BITUMINOUS ROAD MIX MULCH SURFACE | | |
| 17 | Vermilion River Bridge—Whitchish on new grade..... | 2.3 miles |

| | | | |
|-----------|---|-------------|-------------|
| Hwy. No. | | | |
| 68 | Goat Island Bridge—Hoken's Mill..... | 8.5 miles | |
| | In Espanola..... | 0.7 miles | |
| 69 | At Nickle Belt Airways—on new grade..... | 0.15 | |
| | | 11.65 | |
| Sec. Rds. | Little Current-Gore Bay-Honora to West Bay, commenced 1948-1949 (4 miles on new grade)..... | 9.2 miles | |
| | BITUMINOUS RESURFACING OF OLD PAVEMENTS | | |
| Sec. Rds. | Little Current-Gore Bay, from Little Current to Columbus Hill..... | 2.0 miles | |
| | (scattered over 5 miles of old mulch) | | |
| | Sudbury-Long Lake—at Long Lake..... | 0.3 miles | |
| | (over old mulch) | | |
| | Sudbury-Capreol, Sudbury north 0.6 miles and at 8 miles north..... | 1.5 miles | |
| | (old mulch resurfaced with Road Mix) | | |
| | BITUMINOUS SURFACE TREATMENT | | |
| 69 | 1½ miles south of Sudbury.....(patch) | 0.25 miles | |
| Sec. Rds. | Kagawong—Gore Bay..... | 9.1 miles | |
| | Through villages of South Bay Mouth, Tehkummah, Sandfield, Providence Bay, Spring Bay, Silverwater and Sheguiandah..... | 5.15 miles | |
| | Sudbury-Levack, Sudbury-Murray and Chelmsford-Larchwood..... | 8.3 miles | |
| | Sudbury-Capreol, from 3 miles north of Sudbury-northerly..... | 4.8 miles | |
| | Sudbury-Falconbridge from Highway 17 north..... | 1.25 miles | |
| | | 28.85 miles | |
| | BITUMINOUS PRIME ON GRAVEL SURFACES | | |
| 17 | Vermilion Rover Bridge to west boundary Lorne Township..... | 23.6 miles | |
| 68 | Espanola south to Goat Island Bridge near Little Current..... | 33.9 miles | |
| 68 | Intersection of Long Lake Road to Burwash..... | 20.1 miles | |
| | | 77.6 miles | |
| Sec. Rds. | Garson to Skead, Hanmer to Bailey's Cor., Skead Road, Whitefish, Lake Penage, Larchwood, Levack, Levack Rd., D.H.O. Windy Lake Park, and Cartier Rd., Honora-Kagawong, Mindemoya to Providence Bay, to Spring Bay, Sheguiandah-Manitowaning, Manitowaning-South Bay Mouth, Tehkummah, Mondemota-West Bay..... | 212.4 miles | |
| | CALCIUM DUST LAYER | | |
| 68 | Espanola to Little Current (scattered areas)..... | 10 tons | |
| Sec. Rds. | Spring Bay-Gore Bay, Bay-Meldrum Bay, Barrie Is. Jct.-Barrie Island—62.4 miles..... | 510 tons | |
| | CRUSHED GRAVEL AND STONE ON ROADS | | |
| | | Stockpiled | On Roads |
| 68 | Little Current north..... | 4,250 | 20,000 tons |
| Sec. Rds. | Providence Bay..... | 5,999 | |
| | Providence Bay to Gore Bay..... | 10,577 | |
| | Mindemoya-West Bay..... | 8,000 | |
| | West Bay-Kagawong..... | 18,000 | |

Hwy. No.

| | | | |
|-------------|---|-------------|--------------|
| | Falconbridge Rd. to Skead..... | 14,000 | |
| | Hanmer to Bailey Corner..... | 7,000 | |
| | Sudbury-Capreol Road..... | 1,000 | |
| | Larchwood to Levack..... | 5,000 | 69,576 tons |
| | RIGHT-OF-WAY FENCES ERECTED | | |
| 17 | Vermilion River Bridge to Whitefish..... | | 1.67 miles |
| 17, 68 & 69 | Hagar, McKerrow, No. 17-Little Current, Sudbury-Burwash..... | | 17.0 miles |
| | Salt used for de-icing roads..... | | 1430 tons |
| | Calcium Chloride used for de-icing roads and dust layer..... | | 510 tons |
| | Roads snow-ploughed and kept open | | |
| | Division Roads..... | 536.6 miles | |
| | Township..... | 316.2 miles | |
| | | 852.8 miles | |
| | Equipment Storage Houses erected..... | number | 2 |
| | Garages at Mindemoya and Gore Bay enlarged to 2 plough capacity | | |
| | Maintenance of Roadside Picnic places, (number to date)..... | | 10 |
| | Maintenance of Tables and Benches in Roadside Picnic places (number to date)..... | | 25 |
| | Maintenance of Tables and Benches in Off-Road Parks (number to date)..... | | 72 |
| | Maintenance of Off-road Park Areas (three parks).... | | 328.58 acres |
| | ROUTINE MAINTENANCE ON KING'S HIGHWAYS | | |
| 17 | Hagar to 3 miles west of McKerrow..... | | 75.1 miles |
| 68 | Highway 17 at McKerrow to Little Current..... | | 37.5 miles |
| 69 | Sudbury--Burwash..... | | 22.0 miles |
| | | | 134.6 miles |
| | Sec. Rds. Dev. Rds. and Township Roads..... | | 718.2 miles |
| | Maintenance of Scale Houses..... | number | 1 |

Division No. 18--Blind River

CONSTRUCTION

Grading on a 10.7 mile section east and west of Spragge was about 86% completed. A 10 mile section between Blind River and Iron Bridge was completed and a 4 mile section between Thessalon and Bruce Mines was completed.

Between Wawa and Hawk Junction, in the Michipicoten area, a 5.5 mile section of road was built, completing the connection between these two points.

MAINTENANCE

Highway No. 17 Hot Mix was laid on a section of road between Thessalon and Bruce Mines; between Bruce Mines and Pine Island Corner.

Over a 35 mile section between Cumming's Lake and Aubrey Falls, Chapleau Road, was greatly improved by Day Labour.

On Highway 17 75.5 miles given Bituminous Prime Treatment.

On Highway 17 10.5 miles given Bituminous Surface Treatment.

On North of Sault Ste. Marie 11 miles of Road Mix Mulch.

On Gros Cap Road, 8.5 miles of Road Mix Mulch.

On the Thessalon and Tunnel Road, heavily treated with Calcium Chloride.

Sec. Rds. A large amount of gravel was crushed and placed on these roads.

A large quantity of calcium chloride was used for dust layer and consolidation.

Details will appear later in the report of this Division.

GRADING, CULVERTS AND GRANULAR BASE

| | | |
|-----------|---|------------|
| Hwy. No. | | |
| 17 | From Cutler to Algoma Mills..... | 9. miles |
| | From Blind River to Iron Bridge..... | 10. miles |
| | From Thessalon to Bruce Mines..... | 4. miles |
| | | 23. miles |
| Sec. Rds. | Highway 17 to St. Joseph's Island, Highway commenced in 1948, this year 3.4 miles | |
| Dev Rds. | Sylvan Valley road from 1 mile east of Echo Bay easterly on a 9 mile section..... | 9. miles |
| | Michipicoten area, Wawa to Hawk Jct..... | 5.5 miles |
| | | 14.5 miles |

GRAVELLING CONTRACTS

| | | |
|-----------|--|------------|
| Sec. Rds. | Goulais-White Birches Highway 17 to White Birches.. | 6.0 miles |
| | St. Joseph's Island Road, Pine Island Ferry to Tenby Bay Junction..... | 20.0 miles |
| | Searchmont Road Highway 17 to Serchmont..... | 18.0 miles |
| | Thessalon-Chapleau Road, Mile 34 to Mile 63..... | 29.0 miles |
| | | 73.0 miles |

BRIDGES BUILT

| | | |
|----------|--|--|
| 17 | At Iron Bridge a bridge was completed over the Missis- | |
| Sec. Rd. | sagi River and also 1 at Wharncliffe road at the tunnel. | |

BITUMINOUS HOT MIX PAVEMENT

| | | |
|----|--|------------|
| 17 | Bruce Mines to Pine Island Corner..... | 6.5 miles |
| | Thessalon to Bruce Mines..... | 8.0 miles |
| | | 14.5 miles |

BITUMINOUS ROAD MIX MULCH

| | | |
|-----------|---|------------|
| 17 | From Island Lake to Coulais River..... | 4.0 miles |
| | North of Sault Ste. Marie from Mile 32 to Mile 39.... | 7.0 miles |
| | | 11.0 miles |
| Sec. Rds. | From Gros Cap Road south (Gros Cap Road)..... | 3.0 miles |
| | From Gros Cap Road east (Point Aux Pins Road).... | 3.0 miles |
| | | 6.0 miles |

BITUMINOUS SURFACE TREATMENT

| | | |
|----|---|------------|
| 17 | Cutler—West..... | 5.0 miles |
| | From 5 miles east of Blind River easterly..... | 5.0 miles |
| | From 9 miles west of Iron Bridge, westerly..... | 0.5 miles |
| | | 10.5 miles |

BITUMINOUS PRIME ON GRAVEL SURFACES

| | | |
|--|---|------------|
| | This treatment was carried out on 75.5 miles of Highway 17..... | 75.5 miles |
| | and on 8.5 miles of Secondary roads..... | 8.5 miles |

CALCIUM DUST LAYER

| | | |
|--|--|-----------|
| | This treatment was carried out on 7.2 miles of Highway 17..... | 7.2 miles |
| | and on 45 miles of Secondary Roads..... | 45. miles |

CRUSHED GRAVEL AND STONE ON ROADS

| | On Roads | Stockpiled |
|---------------------------------|------------|------------|
| Sec. Rds. | | |
| Goulais-White Birches road..... | 3,000 tons | 2,000 tons |
| St. Joseph's Island Roads..... | 7,000 tons | 3,000 tons |
| Searchmont Road..... | 4,993 tons | 5,000 tons |

Hwy. No.

Thessalon-Chapleau

| | | | |
|---|------------|--------------------|-------------|
| Road..... | 6,000 tons | 10,000 tons | 49,993 tons |
| Right of Way fences erected—various..... | | | 13.1 miles |
| Snow Fences erected, dismantled or stored..... | | | 24.4 miles |
| Salt used for de-icing roads and calcium chloride used for for de-icing roads and dust layer Salt..... | | | 580 tons |
| | | Calcium Chloride.. | 880 tons |
| Highways snow ploughed and kept open..... | | | 221.7 miles |
| Secondary Roads snow ploughed and kept open..... | | | 379.5 miles |
| Maintenance of Roadside Picnic Places..... | | | 14.0 units |
| Maintenance of Tables and Benches in Roadside places to date (number)..... | | | 22 |
| Maintenance of Tables and Benches in Off-Road Places, number to date..... | | | 7 |
| Maintenance of Off-Road Park Areas..... | | | 162 acres |
| Routine Maintenance on King's Highways (Highway 17)..... | | | 221.7 miles |
| Routine Maintenance on Secondary Roads..... | | | 379.5 miles |

Division No. 19—Fort William

CONSTRUCTION

The Argo Diversion, 6 miles west of Raith on Highway 17, approximately two miles in length eliminated two old wooden bridges and improved the alignment.

On Highway 61, Pine River North 8 miles was delayed due to wet weather and heavy clay but should be completed this year.

On Highway 17, Little Firesteel River to English River, a good deal of grading was done and drainage and alignment improved over this section. Hot Mix has been laid for 23 miles using 90-95 S.P. Asphalt for the first time in H.L.-4 and this has been satisfactory.

36 miles of a winter road between Savant to Dog Hole Bay was completed. There is still a gap left by most of the crib and bridge timbers cut. During the winter months the weather was very cold but due to the heavy blanket of snow there was no frost in the ground.

On Highway 17 two overhead crossings near Terrace Bay were built eliminating two hazardous crossings of the C.P.R.

MAINTENANCE

Routine maintenance was carried on over the entire division.

GRADING, CULVERTS AND GRANULAR BASE

Hwy. No.

| | | |
|-----------|---|-----------|
| 17 | Marathon—6 miles west will be completed 1950..... | 6. miles |
| | 4 miles east of Terrace Bay to 12 miles east..... | 8. miles |
| | Argon Diversion..... | 2. miles |
| 61 | Pine River North..... | 8. miles |
| 17 | Little Firesteel River—English River..... | 22. miles |
| | | 46. miles |
| Min. Rds. | Savant Lake—Dog Hole Bay..... | 42. miles |

GRANULAR BASE—No Grading

| | | |
|-----------|---|-----------|
| Sec. Rds. | Twain City Cross Road Jet. No. 17—2.5 miles north..... | 2.5 miles |
| | Office Rd. Jet. Twain City Cross Road—C.P.R. crossing Murillo..... | 4.4 miles |
| | | 6.9 miles |

Hwy. No.

| | |
|---|------------|
| Dog Lake Road—Surprise Lake—Paul Lake..... | 8.0 miles |
| Marks Road—Jct. Hymers Cross Road—Silver Mountain Rd..... | 11.6 miles |
| Deven Road—Silver Mountain, White fish Bridge..... | 11.0 miles |
| Pearson Pardee Loop South Gillies—East Pine Bridge.. | 13.5 miles |
| Shebandowan Road..... | 17.5 miles |
| | 61.6 miles |

BRIDGES BUILT

| | |
|-----------|--|
| 17 | Port Arthur-Nipigon, McTavish Township over Pearl River, |
| | Nipigon-Rossport, unsurveyed over Maggot River. |
| Sec. Rds. | Nipigon-Hydro, Nipigon Township over Bass Creek, Shebandowan-Kashabowie, unsurveyed over Rossmere Creek, Silver Mountain, Devon Township over Little Whitefish River. |
| Twp. Rds. | O'Connor Township over Cedar Creek, South of Nola-lum, Lybster Twp., over Whitefish River, Sibley East in Sibley Township, over Portage Creek, North from Silver Mountain Road in Strange Township over Whitefish River. |

(For details of structures see Bridge Report.)

BITUMINOUS HOT MIX PAVEMENT

| | | |
|----|---|-----------|
| 17 | Little Firesteel River—English River..... | 22. miles |
|----|---|-----------|

BITUMINOUS ROAD MIX MULCH SURFACE

| | | |
|-----------|---|-----------|
| 17 | Schreiber-Terrace Bay..... | 6.5 miles |
| | Top of Cavers Hill westerly..... | 2.5 miles |
| Sec. Rds. | Port Arthur City Limits to Jct. Twin City Cross Roads.. | 7.0 miles |

BITUMINOUS SURFACE TREATMENT

| | | |
|----|------------------------|------------|
| 17 | Cavers to Nipigon..... | 32.2 miles |
| | Nipigon northerly..... | 2.5 miles |
| | | 34.7 miles |

BITUMINOUS PRIME ON GRAVEL SURFACES

| | | |
|----|---|-------------|
| 61 | Over Select Material placed in 1948—2 miles, No. 17 Red Rock Corners-Coldwater Creek 15.5 miles, No. 17 Terrace Bay-Schreiber 8 miles, Walker's Lake to Nipigon to Long Lac 118 miles, Little Firesteel River to English River 24 miles Kakabeka to Sistonen's Corner to end of pavement on 17A—25 miles, Port Arthur City Limits Cross Roads (Base for Mulch)— 7 miles | |
| | Highways | 249.5 miles |
| | Secondary Roads | 7.0 miles |

CALCIUM DUST LAYER

| | | |
|-----------|--------------------------------------|------------|
| 17 | Sunshine-Little Firesteel River..... | 67. miles |
| Sec. Rds. | Various..... | 229. miles |

CRUSHED GRAVEL AND STONE ON ROADS

| | | | |
|-----|---|-------------|------------|
| 17 | Red Rock Road, Junction to Wolf River | 15,000 tons | 15.5 miles |
| | Kakabeka—Sistonen's Corners..... | 20,000 tons | 10.2 miles |
| | Sunshine to 17.5 miles west..... | 20,000 tons | 17.5 miles |
| 17A | 6 miles west of Port Arthur to Sistonen's Cors..... | | 15.1 miles |
| | | 55,000 tons | 58.3 miles |



Rock to be excavated during construction of Highway 17 east of Terrace Bay

Hwy. No.

| | | |
|-----------|---|-------------|
| Sec. Rds. | Dog Lake Road 19.5 miles, Trout Lake Road 5.0 miles, Marks Road 3.6 miles, Hymers Cross Road 8.0 miles, Scoble Road 16.8 miles, East Pardee Road 10.5 miles, Silver Mountain Road 34.8 miles (50,000 tons)..... | 98.2 |
| | Right of Way fences erected..... | 1¼ miles |
| | Snow Fences erected, dismantled or stored—Terrace Bay English Riv..... | 38 miles |
| | Fort William-Pigeon Riv..... | 9 miles |
| | Roads snow-ploughed and kept open | |
| | King's Highways.... | 432.2 miles |
| | Secondary Roads.... | 233.3 miles |
| | Salt used for de-icing roads..... | 225 tons |
| | Calcium Chloride used for de-icing roads and dust layer..... | 100 tons |
| | Maintenance of Roadside Picnic Places (number to date) | 16 |
| | Maintenance of Tables and Benches in Roadside Places (number to date)..... | 66 |
| | Maintenance of Tables and Benches in Off-Road Parks (number to date)..... | 94 |
| | Maintenance of Tables and Benches in Off-Road Park Areas..... | 230 acres |
| | Maintenance of Snow Hedges planted to date..... | 2.96 miles |
| | Maintenance of Snow Hedges planted this year Highway 17..... | .75 miles |
| | Maintenance of Snow Hedges planted this year Highway 61..... | .40 miles |

Hwy. No.

| | | |
|----|---|-------------|
| | Routine Maintenance on King's Highways, Long Lac-Nipigon, Terrace Bay-English River, Fort William-Pigeon River..... | 432.2 miles |
| 17 | Maintenance of Scale Houses (number to date)..... | 1 |

Division No. 20—Kenora

CONSTRUCTION

The bridge over West Branch of the Winnipeg River was completed on Highway 17. Work was commenced on road from Highway 105 to Red Lake Airport and rough graded to Balmertown. Due to almost continuous rainfall the work was retarded. The Chukuni River Bridge was built on this road.

Highway 70 was finished from Finland to 6 miles south except for trimming. Due to the dryness of swamps in this area, it was more economical to excavate the material rather than use the blasting process. A condition of this kind had not occurred in 20 years previously.

MAINTENANCE

Hot Mix pavement was laid on Highway 17 from Oxdrift to 11 miles east of Dryden, a distance of 19.5 miles. This was also retarded by excessive rainfall.

Granular Base was laid on Highway 17 where necessary between Longlow Corners and Hawk Lake using rejects from Grenville Crushed Rock operations at Hawk Lake. This material compacted well and should be in excellent condition for priming in summer of 1950.

Colas was used for patching instead of spray patching. This was a better job with the advantage of a heavier asphalt base without the necessity of heating.

A new Weed and Brush Spray unit was used which at a truck speed of 8-10 M.P.H. had sufficient pressure to break through crown foliage. By using 1½ quarts of 42% 2-4-D per acre good results were obtained.

GRADING, CULVERTS AND GRANULAR BASE

| | | |
|-------------|--|------------|
| 70 | From 1 mile west of Finland to 5 miles south of Finland, commenced in 1948, this year..... | 6.0 miles |
| 72 | From 3 miles north of Dinorwic to Hudson..... | 15.0 miles |
| Airport Rd. | From Highway 105 to Red Lake Airport (will be completed in 1950)..... | 3.0 miles |
| Richan Rd. | From Highway 17 to Richan..... | 19.0 miles |
| Dyment Rd. | From Highway 17 to Dyment..... | 3.0 miles |
| Dev. Rds. | Improvement District of Kingsford, commenced 1948—this year..... | 4.0 miles |
| | In Municipality of Jaffray-Melick, commenced 1948—this year..... | 1.5 miles |

GRANULAR BASE LAID—not including Grading Jobs

| | | |
|-----------|--|------------|
| 17 | Longbow Corners to Hawk Lake..... | 16.0 miles |
| 70 | Finland to Nestor Falls..... | 4.0 miles |
| Sec. Rds. | Starratt-Olsen Road, Red Lake to Starratt-Olsen... | 7.5 miles |

GRAVELLING CONTRACTS

| | | |
|-----------|--|------------|
| 17 | English River to Borups Corners (½ quantity in stock piles)..... | 30.0 miles |
| 72 | Patricia Corners to Hudson (½ quantity in stock piles)..... | 10.0 miles |
| Sec. Rds. | Crozier, Devlin and River Roads (stock piled) Arbour-Vitae and Sleeman-Morson Roads (stock piled) | |



Consolidating selected granular material on Highway 17 near Oxdrift

Hwy. No.

BRIDGES BUILT

West Branch of Winnipeg River, finished.
Chukuni River on road from Highway 105 to Red
Lake Airport.

BITUMINOUS HOT MIX PAVEMENT

From Oxdrift to 11 miles east of Dryden..... 19.5 miles

BITUMINOUS ROAD MIX MULCH SURFACE

| | | |
|---------|---|------------|
| 70 | From Nestor Falls North..... | 21.0 miles |
| 71 | From 3 miles west of Emo and Barwick..... | 3.0 miles |
| 17 & 70 | New Surface on various sags..... | 1.0 miles |
| | | 25.0 miles |

BITUMINOUS SURFACE TREATMENT

| | | |
|-----------|---|-----------|
| 17 | Longbow Corners to Vermilion Bay..... | 15. miles |
| | Oxdrift to Walkhof..... | 14. miles |
| | Ignace to 30 miles west (this year)..... | 20. miles |
| | 20 miles west of Ignace to English River..... | 17. miles |
| Sec. Rds. | East Melick Road Kenora to Airport..... | 66. miles |
| | Rabbit Lake Road to Separate School..... | 3. miles |
| | | 9. miles |

BITUMINOUS PRIME ON GRAVEL SURFACES

On Highway 17 and Secondary Roads..... 40.5 miles

CALCIUM DUST LAYER

On Highways 17, 70, 71 and 105 and Sleeman-
Morson Road..... 204.0 miles

Hwy. No.

CRUSHED GRAVEL AND STONE

| | On Roads | Stockpiled | |
|----|--|-------------|--------------|
| 70 | Finland to Nestor Falls. | 20,000 tons | 20,000 tons |
| | 1 mile north of Finland to 5 mi. south. | 3,000 | 21,000 tons |
| | MacLake to Longbow Corners. | 10,000 tons | 10,000 tons |
| 17 | Kenora to Manitoba Boundary. | 10,000 tons | 10,000 tons |
| | English River to Borups Corners. | 10,000 | 10,000 tons |
| 72 | Patricia Corners to Hudson. | 5,000 | 5,000 tons |
| | Crozier, Devlin, River, Arbour, Vitae and Sleeman Roads. | | 50,000 tons |
| | | | 144,000 tons |
| | Right of Way Fences erected. | | 21 miles |
| | Snow fences erected, dismantled or stored. | | 83 miles |
| | Salt used for de-icing roads. on | | 60 miles |
| | Calcium Chloride used for de-icing roads and dust layer. on | | 204 miles |
| | Roads snow ploughed and kept open. | | 909 miles |
| | Equipment Storage Houses erected (number). | | 2 units |
| | Shrubs received from commercial nurseries. | | 8500 |
| | Maintenance of Roadside Picnic Places (number to date). | | 2 |

Hwy. No.

| | |
|---|-----------|
| Maintenance of Tables and Benches in Roadside Places (number to date)..... | 8 |
| Maintenance of Tables and Benches in Off-Road Parks (number to date)..... | 59 |
| Maintenance of Off-Road Park Areas (acres)..... | 328 |
| Maintenance of Snow Hedges planted to date 13,200 feet—this year..... | 9700 feet |
| Routine Maintenance on King's Highways—miles. | 572 miles |
| Routine Maintenance on Secondary Roads—miles.. | 337 miles |
| Moutine Maintenance of Scale Houses—number to date—4, this year..... | 2 |

Annual Report for 1949

MUNICIPAL ROADS BRANCH

J. A. P. Marshall, Chief Municipal Engineer

Municipal road expenditures during 1949 reached an all-time high. Reconciled to the apparent stability of current price levels in both wages and materials, road authorities throughout the Province set about determinedly to rehabilitate their roads and to systematize maintenance against a recurrence of the depletion that had developed during the war years.

The following comparison illustrates the increment in rural road activity during the past semi-decade as compared with that of the 5-year war period:

RURAL ROAD EXPENDITURES

| | ON COUNTY ROADS | ON TOWNSHIP ROADS | COMBINED |
|---------------|--------------------|----------------------|---------------|
| 1940-44 | \$16,654,000 | \$25,433,000 | \$ 42,087,000 |
| 1945-49 | 46,674,000 | 58,577,000 | 105,251,000 |

In 1949 the subsidized expenditure on the country road systems amounted to \$12,645,000 as against an average annual expenditure in ten years (1939-1948) of \$5,610,000. Organized townships in Ontario received subsidies on a road expenditure of \$15,262,000 as compared with a \$7,414,000 annual average in the corresponding 10-year period.

In the township returns it is noted that maintenance requirements continued to absorb approximately 75% of the total expenditure. County statements in 1949 indicated that upwards of 50% of the amount of the road funds was applied to construction, as compared with an average of 30% during the previous 10 years.

Higher unit costs, which are beyond the control of municipal road authorities, were the cause of much of the upward trend in annual expenditures. Continued scarcity of cement and steel delayed the replacement of numerous bridges which, in strength and width, no longer possess safety factors commensurate with the requirements of modern traffic weights and speeds.

INTERIM PAYMENTS OF SUBSIDY

As in recent years, the Branch computed the amount of subsidy payable on 80% of expenditures to the end of August, 1949. An interim payment was made forthwith, thus enabling the municipalities to realize a considerable saving in bank interest and in closing accounts before the year's end. These interim subsidies in the case of counties amounted in 1949 to \$3,729,021.50, of townships, \$4,784,982.68 and of urban municipalities, \$2,064,303.61; a total of \$10,578,307.79 or 52.3% of the entire subsidy paid on 1949 expenditures. All counties, 561 townships and 269 urban municipalities received interim payments during the year.

DEVELOPMENT ROADS

Administered by the Municipal Roads Branch, this special form of Department participation in the building of certain roads designated by the Minister to the temporary status bearing the name of Development Roads, as authorized by Part IV B of The Highway Improvement Act, was substantially expanded in

1949. Over forty Department-municipality agreements were added during the year. Twenty-eight undertakings, aggregating 154 miles were completed, their designations were revoked, and the upkeep of each road thus improved was resumed by the municipality concerned.

At the close of the year 62 Development Road projects, comprising 524 miles, were still under agreement and in varying stages of construction.

A detailed summary of mileages, expenditures and other data pertaining to 1949 Development Road activities is presented in an adjoining schedule. The following log of yearly expenditures since the authorization of Development Roads in 1946 is a measure of the growth of this form of municipal aid:

| | | | |
|-----------|------------|-----------|------------|
| 1946..... | \$ 153,050 | 1947..... | \$ 429,882 |
| 1948..... | 1,479,679 | 1949..... | 2,353,043 |

POOL EQUIPMENT

The Pool Equipment Service, established in 1947, to make road machinery units available for temporary use in municipalities that cannot financially justify ownership, has met with very enthusiastic demand. Numerous additional units were purchased and placed in service by the Department during the year. The establishment consists of 71 power graders (small, medium and large), 12 pull graders, 33 tractors (variously equipped with bulldozers, grade builders or overhead shovels), 17 compressors (fully equipped), and 6 trucks (pick-up). Use was made of the pool by 212 municipalities in 1949.

The equipment units are manned by experienced operators and are centered in the Divisional machinery depots of the Department for servicing and upkeep. They are under the control of the District Municipal Engineers and each unit follows a planned schedule of seasonal operations. Municipalities taking advantage of this service are charged on an extremely low rental basis.

Their use relieves the local road authorities of a heavy investment in modern road machinery, of year-round employment of skilled operators and of the added expense of furnishing suitable protective housing during periods of inaction.

Particularly in the sparsely settled northern areas, where there is occasional rather than constant need in a single municipality for some specific type of road equipment, these units have become indispensable.

When not being used by municipalities, (a priority service consideration) the pool equipment units are available for Development Road operations carried out by day labour, and for similar work on the King's Highway.

COUNTY ROAD SYSTEMS

As of December 31st, 1949, the county road systems of Ontario comprised 9230.6 miles. As indicated in the record of growth since its inauguration in 1903, this efficient method of upkeep of roads under country jurisdiction has been aided by Government subsidies totalling over \$100,000,000. (See Appendix 5 for annual expenditures and subsidies). Appendix 6 records the year of establishment in each county, and the mileage of each system's content of county and county suburban roads, together with the annual expenditures approved and subsidized. In Appendix 7 the 1949 county road expenditures are classified as to construction and maintenance of roads and drainage structures, while classification as to types of surfaces forms a part of Appendix 9.

The 1949 county road expenditure of \$12,645,251.23 constitutes a record when compared with that of previous years. Its distribution as to construction and maintenance operations is given below:

| | Construction | Maintenance | Total |
|---|----------------|----------------|----------------|
| Roads (not including Winter Control)..... | \$4,250,537.90 | \$5,217,154.03 | \$9,467,691.93 |
| Bridges and Culverts (Subsidy 80%)..... | 1,753,201.54 | 337,166.42 | 2,090,367.96 |

| | | |
|--|----------------|-----------------|
| Winter Control | 1,087,191.34 | 1,087,191.34 |
| Total Approved Expenditure | \$6,003,739.44 | \$6,641,511.79 |
| Provincial Subsidy | | \$12,645,251.23 |
| Less subsidy on 1949 expenditure paid in 1948-49 fiscal year | | \$6,949,735.96 |
| Subsidy paid in 1949-50 fiscal year | | 28,188.72 |
| | | \$6,921,547.24 |

In the following summary of improvements accomplished by county road organizations in 1949 it is encouraging to note that construction was completed on 415 miles of road and on 85 bridges of 10-foot span or over. These figures are much in excess of those of any recent year. The counties expended approximately \$4,250,000 on road construction and \$1,753,000 on new bridges and culverts as compared with \$3,678,000 and \$1,339,000 respectively, in 1948. This was achieved without diminution of maintenance activities.

SUMMARY OF 1949 COUNTY ROAD IMPROVEMENTS

Construction Items

| | |
|--|-------------|
| (1) New or Rebuilt Gravel or Stone Surfaces | 217.4 miles |
| Low-cost Bituminous Surfaces | 144.0 " |
| Pavements | 54.4 " |
| COMPLETED ROAD CONSTRUCTION | 415.8 " |
| Graded to Standard Cross-section | 274.5 " |
| (2) Bridges (10 foot span and over): Concrete, 64; Steel, 19; Timber, 2; Total 85. | |
| Culverts (under 10 foot span): Concrete, 86; Metal Arch, 32; Timber, 1; Total 119. | |
| Pipe Culverts installed | 1,290 |

Maintenance Items

| | |
|--|-----------------|
| (1) Bituminous Surface Treatment | 651 miles |
| Dust Prevention with Oil | 398 " |
| Dust Prevention with Calcium | 2,673 " |
| Clay-gravel Stabilization (Calcium or Salt) | 261 " |
| Resurfacing, Pit-run Gravel | 97,851 cu. yds. |
| Crushed Gravel | 575,697 " " |
| Crushed Stone | 83,280 " " |
| (2) Snow Control: | |
| Mechanical Equipment Operations | 8,880 miles |
| Snow Fence Protection | 1,846 " |
| (3) Weed and Brush Control, by Spraying | 2,913 " |
| by Cutting | 5,195 " |
| (4) Repaired Bridges, 247; Repaired Culverts, 784. | |

MILEAGE ADJUSTMENTS

During 1949 the following changes in the county road systems were approved by the Municipal Roads Branch:

| County | Additions Miles | Deletions Miles |
|------------------------------------|--------------------|--------------------|
| Albion | 4.75 | |
| Arthron | 0.12 | |
| Bathurst | 6.50 | |
| Brimley | 9.42 | 3.65 |
| Brudenell | 65.50 | |
| Cambridge | 1.81 | |
| Carleton Place and Grenville | 11.90 | |
| Chatham | 1.50 | 1.30 |
| Chatham and Durham | 4.02 | |
| Chatham | 4.14 | |
| Chatham | 5.20 | |
| Chatham and Russell | 0.46 | |
| Chatham | 15.50 | |
| Chatham | 0.50 | 0.50 |
| Chatham | 3.50 | |
| Chatham | 38.20 | |
| Chatham | 8.54 | 3.00 |
| TOTAL | 181.76 | 8.45 |

COUNTY SUBURBAN ROADS

Slight alterations in several instances resulted in a net reduction of 5.3 miles in the total mileage of county roads in the upkeep and improvement of which responsibility is divided between county and nearby city or separated town. In Leeds and Grenville, a suburban roads commission was established by the county and the Town of Prescott, increasing to 31 the number of such commissions in the Province. The Owen Sound Commission increased its mileage by 2.5, Woodstock by 2, and Welland by .5 miles. Peterborough suburban road mileage was reduced by 8.85 and Hamilton by 2.75 miles.

EXPENDITURES ON COUNTY SUBURBAN ROADS—1949

| Name of County | Mileage | Approved Expenditure | Government Subsidy |
|-------------------------------------|---------|----------------------|--------------------|
| Brant..... | 28.40 | \$ 35,288.36 | \$ 17,736.04 |
| Carleton..... | 99.00 | 266,726.01 | 138,620.64 |
| Elgin..... | 20.00 | 36,690.06 | 19,683.98 |
| Essex..... | 41.00 | 102,946.04 | 51,757.20 |
| Frontenac..... | 40.70 | 31,118.55 | 15,669.52 |
| Grey..... | 35.00 | 49,420.31 | 25,435.78 |
| Hastings..... | 5.25 | 6,310.32 | 3,158.28 |
| Kent..... | 9.75 | 31,901.88 | 15,950.94 |
| Lambton..... | 14.50 | 32,497.86 | 16,453.67 |
| Lanark..... | 6.00 | 8,615.91 | 4,412.56 |
| Leeds and Grenville: | | | |
| Brockville..... | 12.12 | 13,809.81 | 8,006.23 |
| Gananoque..... | 2.10 | 3,893.63 | 1,994.36 |
| Prescott..... | 1.40 | 2,508.17 | 1,254.08 |
| Smith's Falls..... | 5.12 | 4,133.82 | 2,066.91 |
| Lincoln..... | 15.40 | 21,228.04 | 10,683.50 |
| Middlesex..... | 54.05 | 75,222.65 | 37,937.89 |
| Northumberland and Durham..... | 6.50 | 4,653.28 | 3,072.88 |
| Ontario..... | 16.20 | 13,586.63 | 6,924.72 |
| Oxford: | | | |
| Ingersoll..... | 4.30 | 3,610.04 | 1,805.02 |
| Woodstock..... | 5.95 | 6,688.29 | 3,344.14 |
| Perth..... | 7.50 | 10,120.67 | 5,154.55 |
| Peterborough..... | 69.00 | 55,610.22 | 28,394.46 |
| Stormont, Dundas and Glengarry..... | 30.00 | 35,850.41 | 18,376.75 |
| Waterloo: | | | |
| Galt..... | 14.20 | 26,253.69 | 13,138.76 |
| Kitchener..... | 36.70 | 59,480.29 | 30,680.76 |
| Waterloo..... | 10.00 | 14,819.69 | 7,439.42 |
| Welland: | | | |
| Niagara Falls..... | 9.90 | 16,785.09 | 9,216.30 |
| Welland..... | 7.50 | 14,099.73 | 7,811.95 |
| Wellington..... | 32.50 | 45,329.98 | 32,244.52 |
| Wentworth..... | 51.25 | 102,606.68 | 51,911.10 |
| York..... | 260.78 | 1,507,517.80 | 815,544.07 |
| TOTALS..... | 952.07 | \$2,639,324.11 | \$1,435,880.98 |

AID TO URBAN MUNICIPALITIES

The legislation enacted in 1947 authorizing the payment of subsidies toward road and street improvement in cities, towns and villages, was amended in 1949 to remove the limitation based upon the mill rate. In its stead aid is now provided to the extent of 33 $\frac{1}{3}$ % in the case of cities and separated towns and 50% in the case of other towns and villages, on all approved expenditures considered eligible for subsidy.



Rigid frame bridge and two mile road diversion at a power development site in Draper Township,
District of Muskoka



County-owned Paving Equipment mixes and lays a two-course (2000 tons to the mile) mix on
Highbury Road, Middlesex County

The approved expenditure on urban roads in 1949 amounted to approximately \$12,195,000 as compared with \$5,614,000 in the previous year.

Details of expenditures and subsidies appear in Appendix 10.

ROADS IN ORGANIZED TOWNSHIPS

Expenditures by township road organizations reached a total of \$15,262,451.16 in 1949, the highest in the history of municipal roads. A subsidy totalling \$8,658,125.77 was paid by the Department on this outlay. Classification of expenditure was as follows:

| | Construction | Maintenance | Total |
|---|----------------|-----------------|-----------------|
| Roads (not including Winter Control)..... | \$2,793,003.85 | \$8,561,405.57 | \$11,354,409.42 |
| Bridges and Culverts (Subsidy 80%)..... | 1,487,529.16 | 780,124.11 | 2,267,653.27 |
| Winter Control..... | | 1,640,388.47 | 1,640,388.47 |
| Total Approved Expenditure..... | \$4,280,533.01 | \$10,981,918.15 | \$15,262,451.16 |
| Provincial Subsidy..... | | | \$8,658,125.77 |

In the following summary a gratifying increase appears in the mileage of roads constructed or rebuilt, exceeding by over 50% the corresponding figures for 1948. Fewer bridges were built, however, than in the previous year, owing chiefly to the difficulty experienced in securing cement and steel.

SUMMARY OF 1949 TOWNSHIP ROAD IMPROVEMENTS

Construction Items

| | |
|--|-------------|
| (1) New or Rebuilt Gravel or Stone Surfaces..... | 296.8 miles |
| Low-cost Bituminous Surfaces..... | 26.8 " |
| Pavements..... | 14.8 " |
| COMPLETED ROAD CONSTRUCTION..... | 338.4 " |
| Graded to Standard Cross-section..... | 957.5 " |
| (2) Bridges (10 foot span or over): Concrete, 125; Steel, 32; Timber, 51; Total 208. | |
| Culverts (under 10 foot span): Concrete, 214; Metal Arch, 167; Timber, 237; Total 618. | |
| Pipe Culverts installed..... | 3,719 |

Maintenance Items

| | |
|--|--------------------|
| (1) Bituminous Surface Treatment..... | 284.3 miles |
| Dust Prevention with Oil..... | 527.1 " |
| Dust Prevention with Calcium..... | 1662.4 " |
| Clay-gravel Stabilization..... | 18.6 " |
| Resurfacing, Pit-run Gravel..... | 1,760,193 cu. yds. |
| Crushed Gravel..... | 1,617,096 " " |
| Crushed Stone..... | 389,412 " " |
| (2) Snow Control: | |
| Mechanical Equipment Operations..... | 34,040 miles |
| Snow Fence Protection..... | 1,684 " |
| (3) Weed and Brush Control, by Spraying..... | 4,608 " |
| by Cutting..... | 12,192 " |
| (4) Repaired Bridges, 1235; Repaired Culverts, 6760. | |

In Appendix 8 will be found a summary of township road expenditures and subsidies paid in each of the past 15 years (with the corresponding totals for the previous 15-year period). The types of surfaces as reported by the various township organizations within each county are as shown in Appendix 9



The Gorrie Bridge on County Road No. 28, County of Huron—Two 60-foot spans with 30-foot roadway and 5-foot sidewalk



The Bosworth Bridge on County Road No. 58, County of Wellington

SUMMARY (BY DISTRICTS) OF 1949 ROAD IMPROVEMENTS In Counties and Organized Townships

The following review of activities involving expenditures subsidizable under The Highway Improvement Act is condensed from the District Engineers' reports:

DISTRICT NO. 1—(3 counties, 39 township units, 35 urban centres)

ESSEX—built 4 miles asphaltic concrete, 8.5 miles stabilization, 1.5 miles light bituminous surface, 25 miles grade; surface treated 19.5 miles; built 2 bridges, repaired 3 bridges and 8 culverts and installed 0.2 miles underdrains; purchased 1 truck, 1 crane with bucket and 1 grader.

KENT—built 4.7 miles asphaltic concrete, 1 mile stabilization, 7 miles grade; surface treated 15 miles; built 1 bridge, installed 10 pipe culverts, and 2.6 miles underdrains; repaired 14 bridges and 9 culverts; purchased 1 truck.

LAMBTON—built 5.1 miles asphaltic concrete, 1.7 miles light bituminous surface, 12 miles grade; surface treated 12 miles; widened 1 bridge, 3 culverts and installed 34 pipe culverts; repaired 6 bridges, 13 culverts; purchased 1 maintainer and 1 weed sprayer.

Townships: built .5 miles asphaltic concrete, 3 miles stabilization, 2 miles grade; calcium treated 260 miles; built 27 bridges, 14 culverts, installed 61 pipe culverts; repaired 94 bridges and 338 culverts; purchased 6 graders, 4 trucks, 2 snow plows, 2 sanders, 2 mowers and 1 loader.

DISTRICT NO. 2—(4 counties, 43 townships, 28 urban centres)

ELGIN—completed the east approach to Tryconnell involving a culvert 20' x 12' x 171' and 100,000 cu. yds. fill, the project costing approximately \$60,000.00; laid 13 miles of mulch; rebuilt 5 miles grade; erected 3 reinforced concrete bridges and installed 40 metal culverts and about 2 miles underdrains.

MIDDLESEX—built 18 miles plant mix pavement, rebuilt 17 miles grade and revised the alignment of several hills and curves; widened 3 existing bridges and rebuilt the Head Street bridge in Strathroy; installed about 4500 lineal feet of metal culverts; purchased paver, distributor, tank-car heater, grader with plow and wing, 2 small trucks; erected auxiliary machinery shed.

NORFOLK—laid 4.5 miles mulch and 3 miles bituminous stabilization; regraded and metalled 4.5 miles; installed 1 multiplate culvert; retreated 96 miles of bituminous roads.

OXFORD—laid 3.6 miles plant mix pavement, rebuilt 19 miles gravel road; erected 1 steel arch bridge, installed 73 metal culverts and over 5 miles of underdrains; surface treated 15.7 miles, resurfaced 14.5 miles with gravel or stone and applied dust-layer on 60 miles.

Townships: rebuilt 132 miles and regraded 65 miles; erected 16 bridges and built 8 concrete culverts; installed 17 metal arch and 186 pipe culverts; surface treated 9 miles and treated 142 miles with dust-layer; repaired 68 bridges and 570 culverts; purchased 7 graders, 7 trucks, 3 tractors and 1 power shovel.

DISTRICT NO. 3—(4 counties, 44 townships, 31 urban centres)

HURON—built 24 miles grade, 1.5 miles mulch; surface treated 5 miles; built 3 bridges and installed 61 pipe culverts, calcium treated 72 miles; purchased 1 grader, 2 trucks, 1 snow plow and 26 acres of land.

PERTH—built 9 miles grade, 1 mile mulch; surface treated 6 miles and calcium

Old bridge spans occupy new sites in Bruce County



Twelfth Concession Bridge, Brant Township, replaced by heavy duty structures on main thoroughfares, these still serviceable spans are assuming lighter loads



Turner's Bridge, Concession IV, Saugeen Township

treated 190 miles; built 1 bridge, 4 culverts and installed 77 pipe culverts; purchased 3 trucks and 1 snow plow.

WATERLOO—built 3 miles grade; 1.2 miles mulch; surface treated 14.8 miles and calcium treated 125 miles; erected 1.7 miles guide rail; built 1 equipment garage; purchased 4.5 acres of land.

WELLINGTON—built 7 miles mulch, 6 miles grade; surface treated 16 miles; erected 3 steel bridges and installed 48 pipe culverts; purchased 2 tractors, 1 truck and 10.6 acres of land.

Townships graded 203 miles; built 28 bridges and 43 culverts; installed 358 pipe culverts; purchased 9 graders and 5 tractor mowers.

DISTRICT NO. 4—(5 counties, 41 township units, 27 urban centres)

BRANT—constructed 4.5 miles new grade and laid 10 miles' road mixed mulch; erected 3 bridges and 3 culverts; installed 12 pipe culverts; purchased 1 truck; inaugurated a pension plan for county workmen.

HALDIMAND—built 6 miles macadam road including prime and seal; erected 1 concrete bridge of two 45-foot spans; installed 34 pipe culverts; surface treated 4 miles and applied dust-layer on 44 miles; repaired 1 bridge and 8 culverts; purchased 1 grader.

LINCOLN—rebuilt 4.5 miles base and laid 3 miles penetration pavement; erected 2 large and 1 small concrete bridge; installed 14 pipe culverts; surface treated 51 miles; repaired 2 bridges and 24 culverts; purchased 1 tractor, 1 dozer, 1 eight-yard scraper and 4 light trucks.

WELLAND—paved 7.5 miles plant mix; commenced construction of equipment building; built 4 culverts and installed 30 pipe culverts; surface treated 14 miles; repaired 3 bridges; purchased 2 trucks, 1 bituminous distributor and 1 tractor.

WENTWORTH—applied 5.6 miles double surface treatment and single surface treated 39 miles; constructed 6 concrete bridges, repaired 2 bridges and 53 culverts; purchased 1 grader, 1 tractor and 1 truck, each with plow and wing.

Townships—graded 73 miles and laid 3.5 miles bituminous pavement; erected 21 bridges, 55 culverts and installed 213 pipe culverts; repaired 78 bridges and 320 culverts; purchased 4 graders, 3 tractors, 9 trucks, 2 mowers and 3 snow plows.

DISTRICT NO. 5—(3 counties, 40 township units, 29 urban centres)

BRUCE—built 10 miles grade, resurfaced 15 miles mulch; erected 3 large bridges; purchased a bituminous mixer.

DUFFERIN—rebuilt 5.5 miles, laid 1.4 miles mulch (first pavement in County built by County forces); purchased 1 power grader and a tree-planter.

GREY—rebuilt 14.5 miles; laid 2 miles mulch; erected 2 bridges; purchased power grader, bulldozer and patching kettle.

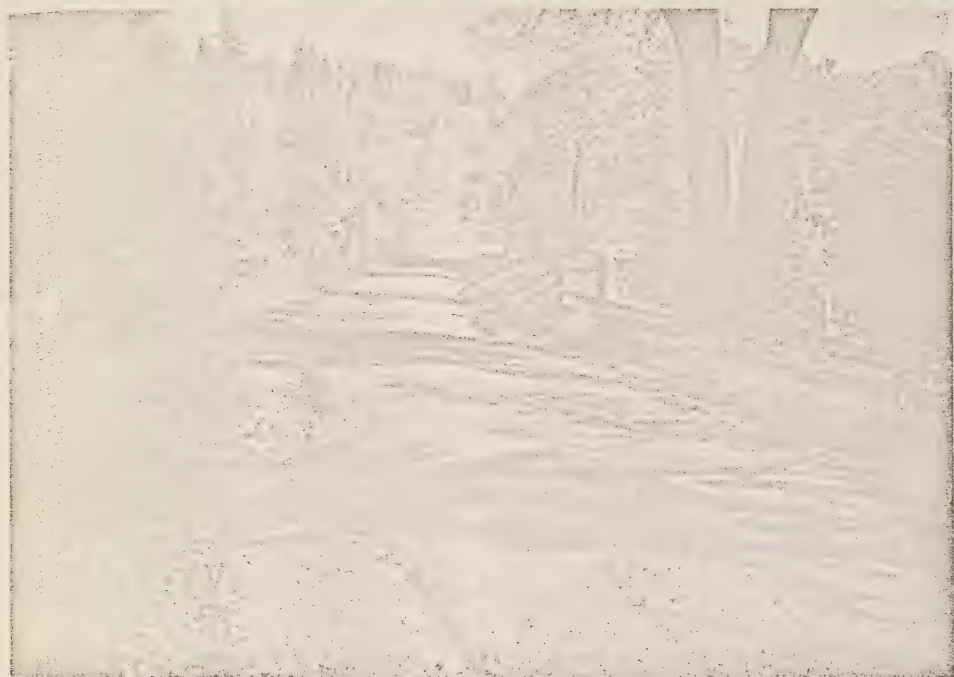
Townships graded 96 miles; built 19 bridges and 19 culverts (including 1 structure of 1 80' and 2 40' spans in Normanby Township); repaired 94 bridges and 217 culverts; installed 366 pipe culverts; purchased 8 power maintainers, 1 light grader, 6 plows with wings, 1 dozer, 1 powered scraper and 2 small trucks.

DISTRICT NO. 6—(4 counties, 38 township units, 40 urban centres)

HALTON—graded 2 miles; surface treated 6 miles; erected 4 concrete bridges; installed 5 pipe culverts; repaired 4 bridges.

PEEL—graded 1.1 miles; surface treated 15.5 miles; built 1 and repaired 1 bridges; installed 32 pipe culverts.

Forest Mills Hill grade reduction, Richmond Township—
a Development Road Project



Original approach to a 17% grade



New alignment and grade (the old road at upper left.)



Newly constructed grade along a Development Road five miles south-east of Campbellford



Grading of a Development Road near Campbellford

SIMCOE—graded 1.1 miles; surface treated 4 miles; built 3 and repaired 1 bridge; installed 24 pipe culverts.

YORK—graded 13 miles; surface treated 98 miles; built 4 and repaired 18 bridges; installed 18 pipe culverts.

Townships—graded 85 miles; built 15 miles low cost bituminous surface and 7 miles mixed macadam; built 19 bridges, 20 concrete culverts, installed 29 metal arch and 761 pipe culverts; surface treated 73 miles; purchased 9 power graders, 6 trucks, 4 front-end loaders, 4 tractors, 1 dozer, acquired 19 acres for widening and 22 acres gravel deposits.

DISTRICT NO. 7—(3 county units, 37 township units, 17 urban centres)

NORTHUMBERLAND AND DURHAM—connecting link improvements carried out under agreements with Millbrook and Colborne; laid 3.1 miles mulch pavement; built and surfaced 11 miles new grade; erected 3 bridges and 3 concrete culverts and installed 143 pipe culverts; purchased 1 grader with plow and wing.

PETERBOROUGH—completed Chemong causeway; built 4 miles new road including several diversions; laid 1 mile mulch pavement; erected 3 bridges and over 7700 feet of guide rail; installed 24 metal culverts; purchased 1 overhead shovel, 1 wobble wheel roller and 1 tractor mower.

PRINCE EDWARD—built 5 miles new grade and 3.5 miles mulch; constructed 1 concrete bridge and installed 15 metal culverts; purchased 1 truck with plow and wing.

Townships—built 18 bridges and 92 concrete culverts; installed 434 metal culverts; purchased 4 graders and 2 trucks all equipped for snow removal; extensive use made of pool equipment in grading and re-shaping roads.

DISTRICT NO. 8—(4 county units, 43 township units, 19 urban centres)

FRONTENAC—resurfaced 3.5 miles with mulch macadam; built 3 bridges, 2 culverts and installed 20 metal culverts; purchased 1 grader and 5 acres for widening.

HASTINGS—resurfaced 2 miles with mixed macadam and 0.8 miles with double surface treatment; built 1 bridge and installed 29 metal culverts; purchased 1 grader, 1 plow and wing, 1 attachable roller and 2.5 acres for right-of-way.

LEEDS AND GRENVILLE—resurfaced 2.6 miles with mixed macadam; built 1 bridge, 1 culvert and installed 7 metal culverts; purchased 1 grader.

LENNOX AND ADDINGTON—built 7 bridges and installed 52 metal culverts; primed 45 miles; purchased 1 weed sprayer.

Townships—built 4.4 miles mixed macadam; surface treated 4 miles; applied dust-layer 103 miles; built 3 bridges, 15 culverts and installed 254 metal culverts; purchased 1 crusher, 6 maintainers, 8 trucks, 11 snow plows, 1 tractor, 1 compactor and 1 loader.

DISTRICT NO. 9—(4 county units, 46 township units, 23 urban centres)

CARLETON—laid 3.25 miles road-mix and 3 miles plant-mix pavement; built 2 bridges and 6 concrete culverts; installed 17 pipe culverts; surface treated 22 miles; repaired 5 bridges and 103 culverts; purchased 2 graders.

LANARK—rebuilt 3 miles, laid 1.2 miles road mix; replaced 1 bridge and installed 39 metal culverts; repaired 6 bridges and 44 culverts; replaced Mud Creek timber trestle with coarse rock fill.



Relocation of curve on the Buckhorn Road, near Northey, Peterborough County



The Emsdale-Kearney Road -- A 5-mile Development Road Project in Perry Township, District of Parry Sound

PRESCOTT AND RUSSELL—regraded 15 miles, paved 3 miles; surface treated 20 miles; built 2 bridges and 6 culverts; repaired 15 bridges and 20 culverts; purchased 1 grader and 1 truck.

STORMONT, DUNDAS AND GLENGARRY—rebuilt 7 miles and surfaced 5 miles with crushed gravel, laid 19 miles mulch surface; built 2 bridges and 5 culverts; repaired 1 bridge and 2 culverts; purchased 1 grader, 2 trucks, 3 tractor mowers and 1 concrete mixer; acquired 12.4 acres for widening.

Townships—regraded 27 miles, surfaced 23 miles with gravel and 1 mile mulch; built 28 bridges, including a 94-foot span in Cumberland Township; built 47 culverts and installed 272 pipe culverts; repaired 196 bridges and 790 culverts; purchased 3 graders and 7 trucks.

DISTRICT NO. 10—(1 county, 40 township units, 12 urban centres, 5 unorganized townships).

RENFREW—laid 17 miles road mix mulch and rebuilt 2 miles of grade; surface treated 17.5 miles; repaired 5 bridges and 27 culverts; purchased 2 trucks; acquired 5 acres for road widening.

Townships: cleared 168 acres of right-of-way and graded 138 miles of road; built 3 bridges and 67 culverts (all of timber); installed 147 pipe culverts; repaired 80 bridges and 455 culverts.

DISTRICT NO. 11—(2 counties, 1 provisional county, 51 township units, 19 urban centres, 2 statute labour boards, 2 unorganized units).

ONTARIO—built 3 miles mulch, erected 2 bridges and installed 19 pipe culverts; surface treated 8.5 miles; purchased 1 truck, 1 weed sprayer and 1 sand spreader.

VICTORIA—built 6.5 miles new grade; applied 4.5 miles light bituminous surface and surface treated 10 miles; completed Fenelon Falls bridge and installed 61 pipe culverts; repaired 31 bridges and 20 culverts; purchased 1 grader equipped with plow and wing.

Townships—graded 23 miles; built 2 bridges and 2 concrete culverts; installed 9 metal arch and 283 pipe culverts; repaired 52 bridges and 796 culverts; purchased 2 graders, 3 loaders, 5 trucks and 4 plows with wings. Over 90 per cent of the townships in Muskoka and Haliburton used pool equipment on their roads for widening and reducing grades, easing curves and maintaining gravel surfaces.

DISTRICT NO. 12—(20 township units, 9 urban centres, 17 statute labour boards, 6 unorganized units).

The organized townships built 14 miles of grade, erected 1 bridge and 24 culverts of timber and 17 concrete culverts, in addition to installing 79 metal culverts. Over 50,000 cu. yds. of gravel were applied. Machinery purchases included 1 tractor and dozer and 4 trucks, equipped with plows and wings.

DISTRICT NO. 13—(19 township units, 5 urban centres, 17 statute labour boards and 17 unorganized units).

The organized townships regraded 5 miles of existing base and built 1.2 miles of new road; erected 2 Bailey bridges and 16 timber bridges; installed 115 pipe culverts and replaced 49 timber culverts; repaired 45 bridges and 192 culverts.

By systematic use of pool equipment on a regular schedule the standard of maintenance throughout the townships was vastly improved.

DISTRICT NO. 14—(26 township units, 9 urban centres, 17 statute labour boards and 45 unorganized units).

The organized townships cleared and grubbed 3 miles and built 2 miles new grade; laid 2 miles bituminous surface; built 6 bridges and 8 culverts; repaired 45 bridges and 229 culverts; purchased 1 power grader and 2 weed sprayers. Extensive use was made of pool machinery.

DISTRICT NO. 16—(5 township units, 5 urban centres, 25 statute labour boards and 16 unorganized units).

The organized townships built 1 culvert, repaired 24 bridges and 77 culverts; cleared 6 acres right-of-way; and built 2 miles of new grade; brushed and weeded 9.5 miles; ditched 12 miles and provided approximately 1 mile of off-take ditching. Approximately 12,000 cu. yds. of gravel were applied.

DISTRICT NO. 17—(31 township units, 9 urban centres, 16 statute labour boards and 45 unorganized units).

The organized townships laid 3.2 miles mulch, reshaped and widened a considerable mileage with pool equipment; built 1 timber bridge and 13 timber culverts; installed 74 pipe culverts; repaired 34 bridges and 484 culverts. Several municipalities with considerable sub-division traffic purchased light equipment for continual use. Elsewhere in the District pool units systematically routed, served with increasing satisfaction.

DISTRICT NO. 18—(16 township units, 8 urban centres, 13 statute labour boards and 45 unorganized units).

The organized townships built over 6 miles of new grade on previously unused road allowances and reshaped more than 10 miles of existing road. A 60-foot timber truss was built over Thessalon River. Two townships purchased graders.

DISTRICT NO. 19—(14 township units, 3 urban centres, 20 statute labour units and 7 unorganized units).

The organized townships, except for erecting 1 new bridge and laying 3.5 miles of mulch, paid special attention to road maintenance and bridge repairs. Pool equipment, especially tractors and a shovel, were in heavy demand, and 3 new graders were purchased by the townships.

DISTRICT NO. 20—(18 township units, 6 urban centres, 24 statute labour boards and 29 unorganized units).

The organized municipalities cleared 5 acres and built 4.7 miles new grade, 3 bridges and 21 timber culverts; installed 16 metal culverts; repaired 37 bridges and 183 culverts; improved 15.7 miles of roadside ditching and completed 0.6 miles of off-take ditching. Extensive use was made of pool equipment by the townships.

ROADS IN TERRITORY WITHOUT MUNICIPAL ORGANIZATION

During 1949, and under authority of Part IV (A) of The Highway Improvement Act, aid to the amount of \$644,040.72 was administered by the Municipal Roads Branch to 151 townships where statute labour boards are functioning under the provisions of the Statute Labour Act; and to 216 unorganized units where the voluntary efforts of individuals or of groups of settlers are encouraged by Department aid on a 50/50 basis.

In addition to this co-operation and included in the above total, the Department assumed the entire cost of bridge and culvert construction and maintenance in such areas. The combined value of improvements in unincorporated territory amounted to \$908,524.00.

In most instances encouraging results are in evidence as to the work that the statute labour boards are accomplishing. Officials of the Branch attend as many board meetings as possible, assist the boards in planning improvements and inspect the work while under way or on completion. Drainage of roads is receiving increased attention; brushing of road-sides and the replacement of old culverts are enhancing the facility of road transport.

The work toward which Department aid was granted in territory without municipal organization includes the following:

Construction Items

| | |
|--|-------------|
| Clearing and Grubbing..... | 211.1 acres |
| Grade Construction..... | 118.6 miles |
| Gravel and Stone Surfacing..... | 192.3 " |
| Bridges (10' span or over): Timber, 47; Steel, 2; Total 49. | |
| Culverts (under 10' span): Timber, 691; Metal Arch, 2; Concrete, 1; Total 694. | |
| Pipe Culverts installed..... | 571 |

Maintenance Items

| | |
|---------------------------------------|------------------|
| Roadside Ditching..... | 412.6 miles |
| Brush and Weed Cutting..... | 621.3 " |
| Snow Fence Protection..... | 229.5 " |
| Pit Gravel applied..... | 165,747 cu. yds. |
| Crushed Gravel and Stone applied..... | 3,768 " " |
| Clay or Sand applied..... | 55,319 " " |
| Bridges repaired..... | 279 " " |
| Culverts repaired..... | 1,264 |

SUMMARY OF UNINCORPORATED MUNICIPALITIES
EXPENDITURES IN THE FISCAL YEAR 1949-1950

| Municipal District | Value of Statute Labour or Other Work Performed | Direct Expenditure on Roads By Department | Total Value of Work Performed | Percentage of Aid by Department |
|---|---|---|-------------------------------|---------------------------------|
| 10 Nipissing..... | \$ 3,198.90 | \$ 3,530.05 | \$ 6,728.95 | 52.5 |
| 11 Muskoka..... | 4,313.60 | 4,217.14 | 8,530.74 | 50.0 |
| 12 Parry Sound..... | 33,791.61 | 113,212.59 | 147,004.20 | 78.5 |
| 13 Nipissing..... | 24,310.83 | 50,609.83 | 74,902.66 | 67.6 |
| 14 Temiskaming and Cochrane South..... | 38,824.65 | 77,056.98 | 115,881.63 | 66.5 |
| 16 Cochrane North..... | 35,792.31 | 111,844.13 | 147,636.44 | 75.8 |
| 17 Sudbury..... | 31,919.93 | 50,884.51 | 82,804.44 | 61.5 |
| 18 Algoma..... | 26,015.45 | 69,402.61 | 95,418.06 | 72.7 |
| 19 Thunder Bay..... | 29,053.37 | 97,688.68 | 126,742.05 | 77.1 |
| 20 Kenora and Rainy River..... | 37,262.63 | 65,594.20 | 102,856.83 | 63.8 |
| TOTAL..... | \$264,483.28 | \$644,040.72 | \$908,524.00 | 70.7 |

**CONSOLIDATED STATEMENT OF EXPENDITURES ON
DEVELOPMENT ROADS PART IVB AND ON ROADS IN TERRITORY
WITHOUT MUNICIPAL ORGANIZATION**

| | |
|--|------------------------------|
| Development Roads (Part IVB, Highway Improvement Act)... | \$2,353,043.87 |
| Roads in Territory Without Municipal Organization | 644,040.72 |
| General Expense | \$102,734.25 |
| Accounts Receivable.....Cr. | 34,926.83 |
| Stock | 217.75 |
| | <u>68,025.27</u> |
| TOTAL | <u>\$3,065,109.76</u> |

CONCLUSION

The County Engineers and Superintendents of the various Counties and Suburban Commissions along with the Township Road Superintendents are to be commended for their keen interest in the improvement of rural roads throughout Ontario and this Department acknowledges with appreciation their whole-hearted co-operation in this great work for the welfare of Ontario citizens.

DEVELOPMENT ROADS UNDER PART IV (B) OF THE HIGHWAY IMPROVEMENT ACT DURING 1949

| Rank No. | Description of Location | Length Miles | Jurisdiction | County or District | Project No. | Expenditure 1949-50 |
|----------|---|--------------|--------------------------------------|--------------------------|-------------|---------------------|
| 6 | Vankoughnet Rd., Muskoka Falls to Hindon Twp. | 22.0 | Draper & Oakley Twp. | Muskoka | 6-221 | \$ 111,904.02 |
| 7 | Bleazard Valley Rd.; from Chelmsford easterly | 11.0 | Balfour, Rayside, Bleazard | Sudbury | 6-226 | 9,736.10 |
| 8 | Little Lake Rd.; South River to Mount Twp. | 6.0 | Harvey Twp. | Perry Sound | 6-225 | 3,971.34 |
| 9 | Unkehorn to Cannon's Narrows | 12.0 | Dummer, Burleigh, Methuen | Peterborough | 6-241 | 856.55 |
| 10 | Lockport to Severn Falls | 8.2 | Matchedash Twp. | Peterborough | 6-434 | 12,517.70 |
| 11 | Lockport to Severn Falls | 10.0 | Matchedash Twp. | Simcoe | 48-59 | 107,967.59 |
| 12 | Lockport to Severn Falls | 4.1 | Renfrew County Twp. | Simcoe | 47-43 | 696.71 |
| 13 | Lockport to Severn Falls | 23.0 | Renfrew County Twp. | Renfrew | 47-47 | 316,434.62 |
| 14 | Lockport to Severn Falls | 4.5 | St. Marysborough Twp. | Renfrew | 47-77 | 815.98 |
| 15 | Lockport to Severn Falls | 19.5 | Bagot & Adamston Twp. | Renfrew | M.D. 7-11 | 25,673.99 |
| 16 | Lockport to Severn Falls | 15.5 | Hastings County | Hastings | M.D. 7-12 | 63,593.50 |
| 17 | Lockport to Severn Falls | 15.0 | St. Marysborough Twp. | Perry Sound | M.D. 7-13 | 2,592.87 |
| 18 | Lockport to Severn Falls | 2.8 | Carleton Place Twp. | Mississippi | M.D. 7-17 | 2,258.87 |
| 19 | Lockport to Severn Falls | 0.7 | Field Twp. | Mississippi | M.D. 7-18 | 547.90 |
| 20 | Lockport to Severn Falls | 3.8 | Tobacco Twp. | Sudbury | M.D. 7-18 | 2,390.58 |
| 21 | Lockport to Severn Falls | 13.0 | Macdonald, Meredith & Aberdeen Addl. | Sudbury | M.D. 7-14 | 14,498.17 |
| 22 | Lockport to Severn Falls | 6.0 | Lennox & Addington Co. | Algonia | M.D. 7-16 | Nil |
| 23 | Lockport to Severn Falls | 10.5 | Hinchinbrooke & Olden | Lennox & Add. | M.D. 7-21 | 19,233.74 |
| 24 | Lockport to Severn Falls | 3.5 | Balfour Twp. | Frontenac | M.D. 7-22 | 309.80 |
| 25 | Lockport to Severn Falls | 6.0 | Kingsford I.D. | Sudbury | M.D. 7-26 | 12,627.67 |
| 26 | Lockport to Severn Falls | 1.0 | Frontenac Twp. | Barry River | M.D. 7-24 | 250.30 |
| 27 | Lockport to Severn Falls | 8.0 | Frontenac County | Frontenac | M.D. 8-20 | Nil |
| 28 | Lockport to Severn Falls | 12.4 | Peterborough County | Frontenac | M.D. 8-24 | 80,124.00 |
| 29 | Lockport to Severn Falls | 29.0 | Belmont, Methuen, Chandos | Peterborough | M.D. 8-32 | 19,749.69 |
| 30 | Lockport to Severn Falls | 12.0 | Carling Twp. | Perry Sound | M.D. 8-29 | 37,904.40 |
| 31 | Lockport to Severn Falls | 6.0 | Humphrey Twp. | Perry Sound | M.D. 8-30 | 49,741.71 |
| 32 | Lockport to Severn Falls | 33.0 | Sheffield & Kennebec | Frontenac, Lennox & Add. | M.D. 8-3008 | 19,001.39 |
| 33 | Lockport to Severn Falls | 10.0 | Franklin & Brunel Twp. | Muskoka | M.D. 8-116 | 20,135.92 |
| 34 | Lockport to Severn Falls | 7.5 | Cardwell & Sisset Twp. | Muskoka | M.D. 9-18 | 14,512.29 |
| 35 | Lockport to Severn Falls | 5.5 | Morrison & Ryde Twp. | Muskoka | M.D. 9-17 | Nil |
| 36 | Lockport to Severn Falls | 13.0 | Leeds & Grenville Co. | Leeds & Gren. | M.D. 8-38 | Nil |
| 37 | Lockport to Severn Falls | 6.7 | Guilford & Havelock Twp. | Haliburton | M.D. 8-42 | 11,055.47 |
| 38 | Lockport to Severn Falls | 8.6 | North & Durham | Haliburton | 48-60 | 101,555.83 |
| 39 | Lockport to Severn Falls | 8.5 | N. Himswoorth Twp. | North & Dur. | M.D. 8-43 | 72,972.49 |
| 40 | Lockport to Severn Falls | 12.0 | Dysart & Stanhope Twp. | Perry Sound | M.D. 8-46 | 92,573.89 |
| 41 | Lockport to Severn Falls | 6.5 | Wilberforce Twp. | Haliburton | M.D. 8-47 | Nil |
| 42 | Lockport to Severn Falls | 20.1 | Howland & Assignack | Renfrew | M.D. 8-51 | 3,451.04 |
| 43 | Lockport to Severn Falls | 1.84 | Tack Twp. | Renfrew | M.D. 8-52 | 72,105.88 |
| 44 | Lockport to Severn Falls | 6.85 | Dept. Mines & Resources | Temiskaming | M.D. 8-51 | 8,051.89 |
| 45 | Lockport to Severn Falls | 2.5 | F. of Leeds & Lansdowne | Brace | M.D. 8-55 | 20,979.41 |
| 46 | Lockport to Severn Falls | 17.0 | Renfrew County | Leeds & Gren. | 48-89 | 2,983.60 |
| 47 | Lockport to Severn Falls | 7.0 | Reckwith Twp. | Leeds & Gren. | M.D. 8-69 | 4,997.47 |
| 48 | Lockport to Severn Falls | 2.0 | Grattan Twp. | Renfrew | M.D. 8-64 | 55,294.56 |
| 49 | Lockport to Severn Falls | 2.0 | Sitely Twp. | Renfrew | M.D. 8-64 | 21,214.79 |
| 50 | Lockport to Severn Falls | 2.0 | Spilshausen Twp. | Leeds & Gren. | M.D. 8-72 | 2,983.60 |
| 51 | Lockport to Severn Falls | 2.0 | Carleton Place Twp. | Leeds & Gren. | M.D. 8-74 | Nil |
| 52 | Lockport to Severn Falls | 2.0 | Carleton Place Twp. | Leeds & Gren. | M.D. 8-75 | 4,997.47 |
| 53 | Lockport to Severn Falls | 19.3 | Montague & Marl Twp. | Leeds & Gren. | M.D. 8-77 | 6,439.07 |
| 54 | Lockport to Severn Falls | 1.5 | Jeffrey & Melick Twp. | Leeds & Gren. | 48-91/102 | 205,380.75 |
| 55 | Lockport to Severn Falls | 4.0 | Neelburg Twp. | Leeds & Gren. | M.D. 8-73 | 10,335.34 |
| 56 | Lockport to Severn Falls | 1.5 | Palmerston Twp. | Leeds & Gren. | M.D. 8-76 | 6,966.93 |
| 57 | Lockport to Severn Falls | 4.5 | Palmerston Twp. | Leeds & Gren. | M.D. 8-84 | 10,124.86 |
| 58 | Lockport to Severn Falls | 6.0 | Palmerston Twp. | Leeds & Gren. | M.D. 8-84 | 7,993.78 |

| | | | | | | |
|----|--|--------|---|----------------|------------|----------------|
| 64 | County Rd. 4 & 5, Halls Glen to Clarina | 5.5 | Peterborough County | Peterborough | M.D. 9-50 | 61,277.31 |
| 65 | Prudential to Oquidville | 12.5 | Brudenell & Lyndoch Twp. | Renfrew | M.D. 9-57 | 4,418.73 |
| 66 | Alford St. Patrick Rd. | 3.0 | Admaston Twp. | Renfrew | M.D. 9-60 | 4,914.97 |
| 67 | Sand Point to Hopedale | 7.7 | Horton & McNab Twp. | Renfrew | M.D. 9-58 | 14,869.57 |
| 68 | Barnes-Shedden & Assiniboine Rd. | 16.0 | Brougham, Admaston & Co. Ratner & Dunnet Twp. | Sudbury | M.D. 9-59 | 1,891.07 |
| 69 | Alford Bridge & Assiniboine | 0.2 | Portland Twp. | Sudbury | M.D. 9-54 | 53,802.86 |
| 70 | Concession VI, west | 0.1 | Loughborough Twp. | Frontenac | M.D. 9-55 | 38,675.64 |
| 71 | Road 6 | 1.0 | Raglan Twp. | Frontenac | M.D. 9-34 | 4,937.45 |
| 72 | Union Road | 5.3 | Dummer Twp. | Frontenac | M.D. 9-35 | 5,063.80 |
| 73 | Norris Line, Clarina South | 6.5 | Black River | Frontenac | M.D. 9-52 | 9,947.71 |
| 74 | Forest Mills Hill | 6.0 | Black River | Peterborough | M.D. 9-61 | 5,406.78 |
| 75 | County Rd. 9, Bolsover West | 0.5 | Black River | Lennox & Add. | M.D. 9-54 | 18,978.54 |
| 76 | Val Gagne South | 1.7 | Black River | Victoria | M.D. 9-51 | 16,648.77 |
| 77 | Township Rd. | 4.9 | Burpee Twp. | Cochrane | M.D. 9-53 | 8,019.74 |
| 78 | County Rds. 1-R & 1-C, Perth to Hopetown | 3.0 | Lambton County | Sudbury | M.D. 9-63 | 4,611.72 |
| 79 | Portage Rd. Wuyuk & westerly | 14.68 | Thorn Twp. | Lanark | M.D. 9-63 | 204,768.44 |
| 80 | Powassan-Alderdale | 3.2 | Thorn Twp. | Lambton | M.D. 9-63 | 8,431.08 |
| 81 | Easton's Corners to Kilmarnock Locks | 5.0 | S. Himsforth Twp. | Ontario | M.D. 9-86 | 17,048.28 |
| 82 | Union Hall Road | 1.1 | Strong Twp. | Perry Sound | M.D. 9-69 | 9,086.24 |
| 83 | County Rd. 8, Striking to Hoard's Sta. | 1.1 | Wolford Twp. | Perry Sound | M.D. 9-70 | 5,488.46 |
| 84 | Denbigh to Plevina | 4.5 | Ramsay Twp. | Leeds-Gren. | M.D. 9-79 | 14,903.97 |
| 85 | Ardoch to Clarendon Sta. | 4.0 | Hastings County | Lanark | M.D. 9-96 | 13,217.95 |
| 86 | Boundary Line Rd. | 6.0 | Denbigh, Barrie, Clarendon | Hastings | M.D. 9-111 | 1,337.09 |
| 87 | Westport-Bollingbroke Rd. | 19.0 | Clarendon, Palmerston, Olden & Oso | L. & A. Front. | M.D. 9-107 | Nil |
| 88 | 24/45 Concession | 14.2 | Wollaston & Lake Twp. | Frontenac | M.D. 9-108 | Nil |
| 89 | Puth Line Road | 3.0 | N. Crosby Twp. | Hastings | M.D. 9-88 | 2,082.44 |
| 90 | Pearl-Sibley Rd. (McTavish) | 6.0 | N. Himsforth Twp. | Leeds-Gren. | M.D. 9-88 | 21,036.86 |
| 91 | County Rd. 11, Albion to Charleston Lake | 0.9 | Nipissing Twp. | Perry Sound | M.D. 9-92 | 3,056.50 |
| 92 | Sandy Falls & Transmission Line Rds. | 7.3 | Shanah Municipality | Perry Sound | M.D. 9-117 | 18,796.50 |
| 93 | Barroville-McGowan Line Rds. | 5.0 | Leeds & Grenville | Thunder Bay | M.D. 9-116 | Nil |
| 94 | County Rd. 1, Rideau River Rd. | 8.0 | Mountjoy I.D. | Leeds & Gren. | M.D. 9-105 | 9,963.25 |
| 95 | County Rd. 1 & 15, Napanee to Marysville | 8.0 | Nickelard Twp. | Cochrane | M.D. 9-105 | Nil |
| 96 | Powassan-Alderdale Extension & Bridge | 8.0 | Leeds & Grenville | Perry Sound | M.D. 9-130 | 11,432.34 |
| 97 | Hall's Bridge to Hwy. 36 | 7.0 | Shanah & Admaston & Co. S. Himsforth Twp. | Barry Sound | M.D. 9-139 | 3,948.32 |
| 98 | Preliminary Surveys | 0.13 | Harvey Twp. | Peterborough | M.D. 9-139 | 192.66 |
| 99 | | 0.4 | | | | |
| | | 667.30 | | | | \$2,353,043.87 |

Notes: In the course of the year, improvement work was completed on projects marked thus * and the roads were returned to the custody of the respective municipalities.

APPENDIX No. 1

DEPARTMENT EXPENDITURES ON KING'S HIGHWAYS, DEVELOPMENT ROADS,
ROADS IN UNINCORPORATED TOWNSHIPS, ETC.,
BY COUNTIES AND DISTRICTS

April 1st, 1949, to March 31st, 1950

| County | Construction | Maintenance | Total |
|--------------------------------------|---------------|---------------|---------------|
| BRANT:— | | | |
| Highway No. 2 | \$ 8,557.15 | \$ 21,690.35 | \$ 30,247.50 |
| " No. 5 | 108,976.47 | 37,737.56 | 146,714.03 |
| " No. 24 | 139.06 | 23,576.79 | 23,715.85 |
| " No. 24-A | | 11,344.86 | 11,344.86 |
| " No. 53 | 57,068.12 | 23,630.31 | 80,698.43 |
| " No. 54 | 1,766.54 | 21,575.35 | 23,341.89 |
| " No. 99 | 582.54 | 6,075.88 | 6,658.42 |
| Connecting Link, Town of Paris | | 90.00 | 90.00 |
| | \$ 177,089.88 | \$ 145,721.10 | \$ 322,810.98 |
| BRUCE:— | | | |
| Highway No. 4 | | \$ 23,518.53 | \$ 23,518.53 |
| " No. 6 | \$ 36,868.85 | 190,434.98 | 227,303.83 |
| " No. 9 | 724.73 | 57,770.88 | 58,495.61 |
| " No. 21 | 1,696.49 | 64,160.84 | 65,857.33 |
| " No. 86 | 106,332.77 | 16,494.87 | 122,827.64 |
| Connecting Link, Town of Walkerton | | 881.74 | 881.74 |
| Development Road:— | | | |
| No. 48 Southampton-Sauble Beach | 8,057.88 | | 8,057.88 |
| | \$ 153,680.72 | \$ 353,261.84 | \$ 506,942.56 |
| CARLETON:— | | | |
| Highway No. 15 | \$ 3,352.30 | \$ 67,200.41 | \$ 70,552.71 |
| " No. 16 | 5,070.55 | 59,330.09 | 64,400.64 |
| " No. 17 | 180,063.33 | 266,307.47 | 446,370.80 |
| " No. 29 | | 5,593.34 | 5,593.34 |
| " No. 31 | 136,340.76 | 39,238.42 | 175,579.18 |
| " No. 44 | 8,689.70 | 11,162.69 | 19,852.39 |
| Sidewalk Construction, Carp | 225.95 | | 225.95 |
| Sidewalk Construction, Osgoode | 427.43 | | 427.43 |
| Connecting Link, Town of Eastview | | 18,901.53 | 18,901.53 |
| Development Road:— | | | |
| 58-B West Limits of Montague | | | |
| Township—North Gower | 112,201.62 | | 112,201.62 |
| | \$ 446,371.64 | \$ 467,733.95 | \$ 914,105.59 |
| DUFFERIN:— | | | |
| Highway No. 9 | \$ 736.40 | \$ 26,124.45 | \$ 26,860.85 |
| " No. 10 | 3,155.99 | 39,450.09 | 42,606.08 |
| " No. 24 | 33,643.21 | 31,646.54 | 65,289.75 |
| " No. 89 | | 20,621.25 | 20,621.25 |
| " No. 104 | | 2,573.48 | 2,573.48 |
| Connecting Link, Town of Orangeville | | 324.26 | 324.26 |
| | \$ 37,535.60 | \$ 120,740.07 | \$ 158,275.67 |
| ELGIN:— | | | |
| Highway No. 3 | \$ 41,789.86 | \$ 50,391.81 | \$ 92,181.67 |
| " No. 4 | 204.39 | 12,733.52 | 12,937.91 |
| " No. 19 | 408.91 | 10,207.06 | 10,615.97 |
| " No. 73 | 202,750.29 | 22,531.32 | 225,281.61 |
| " No. 74 | 73,067.62 | 14,608.45 | 87,676.07 |
| " No. 75 | | 2,253.98 | 2,253.98 |

ELGIN:—(continued)

| County | Construction | Maintenance | Total |
|---|---------------|---------------|---------------|
| No. 76..... | | \$ 3,005.31 | \$ 3,005.31 |
| No. 77..... | | 3,756.66 | 3,756.66 |
| St. Thomas, East Entrance..... | | 1,584.56 | 1,584.56 |
| | \$ 318,176.07 | \$ 121,072.67 | \$ 439,248.74 |
| Essex:— | | | |
| Highway No. 2..... | \$ 20,667.39 | \$ 286,879.84 | \$ 307,547.23 |
| " No. 2-B..... | | 3,133.11 | 3,133.11 |
| " No. 3..... | 5,311.81 | 46,657.96 | 51,969.77 |
| " No. 3-B..... | | 3,171.12 | 3,171.12 |
| " No. 18..... | 722.62 | 313,287.15 | 314,009.77 |
| " No. 18-A..... | 6.94 | 99,186.88 | 99,193.82 |
| " No. 18-B..... | | 1,876.53 | 1,876.53 |
| " No. 39..... | 104.48 | 10,009.78 | 10,114.26 |
| " No. 98..... | 117.00 | 24,900.85 | 25,017.85 |
| " No. 98-A..... | | 935.27 | 935.27 |
| Pelee Island..... | | 2,136.47 | 2,136.47 |
| Connecting Link, Town of Amherstburg..... | | 11,834.50 | 11,834.50 |
| Connecting Link, Town of Essex..... | | 134.72 | 134.72 |
| Connecting Link, Town of Harrow..... | | 61.57 | 61.57 |
| Connecting Link, Town of Kingsville..... | | 148.54 | 148.54 |
| Connecting Link, Town of LaSalle..... | | 33,194.57 | 33,194.57 |
| Connecting Link, Town of Leamington..... | | 143.25 | 143.25 |
| Connecting Link, Town of Tecumseh..... | | 46.00 | 46.00 |
| Connecting Link, Town of Tilbury..... | | 245.90 | 245.90 |
| | \$ 26,930.24 | \$ 837,984.01 | \$ 864,914.25 |
| Frontenac:— | | | |
| Highway No. 2..... | \$ 1,635.99 | \$ 42,748.17 | \$ 44,384.16 |
| " No. 2-A..... | 297.73 | | 297.73 |
| " No. 7..... | | 31,000.60 | 31,000.60 |
| " No. 15..... | 156,084.14 | 33,293.59 | 189,377.73 |
| " No. 33..... | 350.77 | 7,387.91 | 7,738.68 |
| " No. 38..... | 6,000.55 | 80,766.48 | 86,767.03 |
| " No. 41..... | 2,634.80 | 8,010.57 | 10,645.37 |
| " No. 95..... | 25.90 | 9,554.42 | 9,580.32 |
| " No. 96..... | 2,001.72 | 27,269.50 | 29,271.22 |
| Proposed Four-Lane Highway North of Kingston..... | 295.17 | | 295.17 |
| Proposed Highway, Survey, Cataraqui Easterly..... | 26.62 | | 26.62 |
| Kingston By-Pass, Survey, Abandoned..... | 16.88 | | 16.88 |
| Development Roads:— | | | |
| Highway No. 7—Clarendon..... | 12,696.42 | 18,348.32 | 31,044.74 |
| Highway No. 41—Plevna..... | | 10,994.00 | 10,994.00 |
| Oso Township, Survey..... | 861.53 | | 861.53 |
| 26, Parham-Mountain Grove..... | 19,233.73 | | 19,233.73 |
| 36, Tamworth-Arden-Harlowe..... | 5,000.00 | | 5,000.00 |
| 56, Wodburn South..... | 4,997.47 | | 4,997.47 |
| 70, Portland Township between Concessions 6 and 7..... | 4,937.45 | | 4,937.45 |
| 71, Loughboro Township, Concession 9-Concession 10..... | 5,063.80 | | 5,063.80 |
| 61, Clarendon-Snow Road..... | 10,124.86 | | 10,124.86 |
| | \$ 232,285.53 | \$ 269,373.56 | \$ 501,659.09 |
| Gloucester: | | | |
| Highway No. 4..... | \$ 1,757.44 | \$ 42,099.82 | \$ 43,857.26 |
| " No. 6..... | | 79,455.12 | 79,455.12 |
| " No. 10..... | 1,833.39 | 54,654.05 | 56,487.44 |
| " No. 21..... | 20,204.81 | 12,109.24 | 32,314.05 |
| " No. 24..... | 164.71 | 8,706.33 | 8,871.01 |

GREY:—(continued)

| County | Construction | Maintenance | Total |
|--|----------------|---------------|----------------|
| Highway No. 26..... | \$ 9,532.28 | \$ 60,599.37 | \$ 70,131.65 |
| Miscellaneous Survey..... | 10.15 | | 10.15 |
| Connecting Link, Town of Durham..... | | 1,687.63 | 1,687.63 |
| Connecting Link, Town of Hanover..... | | 1,361.68 | 1,361.68 |
| Connecting Link, Village of Chatsworth..... | | 268.01 | 268.01 |
| Connecting Link, Village of Flesherton..... | | 529.04 | 529.04 |
| Connecting Link, Village of Markdale..... | | 512.00 | 512.00 |
| | \$ 33,502.78 | \$ 261,982.29 | \$ 295,485.07 |
| HALDIMAND:— | | | |
| Highway No. 3..... | \$ 8,945.48 | \$ 63,940.26 | \$ 72,885.74 |
| “ No. 6..... | 1,625.24 | 37,871.28 | 39,496.52 |
| “ No. 54..... | 86,698.41 | 25,041.47 | 111,739.88 |
| “ No. 56..... | 46.56 | 6,259.11 | 6,305.67 |
| Connecting Link, Town of Dunnville..... | | 225.67 | 225.67 |
| Connecting Link, Town of Caledonia..... | | 192.60 | 192.60 |
| Connecting Link, Village of Hagersville..... | | 935.49 | 935.49 |
| | \$ 97,315.69 | \$ 134,465.88 | \$ 231,781.57 |
| HALTON:— | | | |
| Highway No. 2..... | \$ 117.14 | \$ 28,367.35 | \$ 28,484.49 |
| “ No. 5..... | 91,932.66 | 45,253.73 | 137,186.39 |
| “ No. 7..... | | 24,549.76 | 24,549.76 |
| “ No. 25..... | 301,814.78 | 36,149.57 | 337,964.35 |
| Queen Elizabeth Way..... | 23,855.31 | 108,987.39 | 132,842.70 |
| Proposed Highway, Survey, Toronto-Windsor..... | 392.21 | | 392.21 |
| Miscellaneous Survey..... | 267.76 | | 267.76 |
| Connecting Link, Town of Acton..... | | 270.67 | 270.67 |
| Connecting Link, Town of Burlington..... | | 265.25 | 265.25 |
| Connecting Link, Town of Georgetown..... | | 354.71 | 354.71 |
| | \$ 418,379.86 | \$ 244,198.43 | \$ 662,578.29 |
| HASTINGS:— | | | |
| Highway No. 2..... | \$ 3,876.39 | \$ 209,163.14 | \$ 213,039.53 |
| “ No. 2-A..... | 1,298.05 | | 1,298.05 |
| “ No. 7..... | 443,671.29 | 34,652.28 | 478,323.57 |
| “ No. 14..... | 2,170.26 | 21,822.04 | 23,992.30 |
| “ No. 28..... | 25.00 | 23,063.90 | 23,088.90 |
| “ No. 33..... | | 9,157.00 | 9,157.00 |
| “ No. 37..... | 34,467.46 | 62,988.14 | 97,455.60 |
| “ No. 62..... | 453,127.14 | 204,713.40 | 657,840.54 |
| Connecting Link, Town of Deseronto..... | | 912.59 | 912.59 |
| Connecting Link, Village of Bancroft..... | | 349.70 | 349.70 |
| Connecting Link, Village of Madoc..... | | 439.69 | 439.69 |
| Connecting Link, Village of Marmora..... | | 276.00 | 276.00 |
| Development Roads:— | | | |
| Bancroft-Hermon..... | 187.54 | 14,713.48 | 14,901.02 |
| Maynooth-Hastings Boundary..... | | 11,165.24 | 11,165.24 |
| Bancroft Town Line-Haliburton Boundary..... | | 14,775.01 | 14,775.01 |
| Hoard's Station-Stirling, Survey..... | 1,337.09 | | 1,337.09 |
| Coe Hill easterly Four Miles..... | 65,374.29 | | 65,374.29 |
| Between Woolaston and Lake Township..... | 2,082.34 | | 2,082.34 |
| | \$1,007,616.85 | \$ 608,491.61 | \$1,616,108.46 |

| County | Construction | Maintenance | Total |
|---------------------------------------|---------------|---------------|-----------------|
| HURON:— | | | |
| Highway No. 4 | \$ 2,567.04 | \$ 55,207.85 | \$ 57,774.89 |
| " No. 8 | 2,069.50 | 38,837.90 | 40,907.40 |
| " No. 9 | | 963.85 | 963.85 |
| " No. 21 | 191,862.74 | 81,159.87 | 273,022.61 |
| " No. 23 | 196,560.96 | 5,845.39 | 202,406.35 |
| " No. 81 | 97,119.15 | 18,549.84 | 115,668.99 |
| " No. 83 | 2,976.89 | 33,953.60 | 36,930.49 |
| " No. 84 | 1,935.26 | 17,292.13 | 19,227.39 |
| " No. 86 | 121,997.18 | 50,402.10 | 172,399.28 |
| " No. 87 | 117,429.14 | 18,552.45 | 135,981.59 |
| Connecting Link, Town of Clinton | 51,438.34 | | 51,438.34 |
| Connection Link, Town of Seaforth | | 35.80 | 35.80 |
| Connecting Link, Town of Wingham | | 467.66 | 467.66 |
| Connecting Link, Village of Hensall | | 26.37 | 26.37 |
| | \$ 785,956.20 | \$ 321,294.81 | \$ 1,107,251.01 |
| KENT:— | | | |
| Highway No. 2 | \$ 3,926.29 | \$ 203,672.82 | \$ 207,599.11 |
| " No. 3 | 1,160.50 | 41,890.31 | 43,050.81 |
| " No. 21 | | 23,181.44 | 23,181.44 |
| " No. 40 | 2,101.42 | 15,132.96 | 17,234.38 |
| " No. 78 | 5,005.37 | 7,213.41 | 12,218.78 |
| " No. 79 | | 2,115.26 | 2,115.26 |
| " No. 98 | 282,269.19 | 16,388.87 | 298,658.06 |
| Proposed Highway, Survey | | | |
| Toronto-Windsor | 482.06 | | 482.06 |
| Connecting Link, Town of Blenheim | | 348.11 | 348.11 |
| Connecting Link, Town of Bothwell | | 158.37 | 158.37 |
| Connecting Link, Town of Dresden | | 341.86 | 341.86 |
| Connecting Link, Town of | | | |
| Wallaceburg | | 4,361.22 | 4,361.22 |
| Connecting Link, Village of | | | |
| Thamesville | | 2,227.57 | 2,227.57 |
| | \$ 294,944.83 | \$ 317,032.20 | \$ 611,977.03 |
| LAMBTON:— | | | |
| Highway No. 7 | \$ 4,045.53 | \$ 64,973.29 | \$ 69,018.82 |
| " No. 21 | 380.95 | 36,534.83 | 36,915.78 |
| " No. 22 | 2,170.66 | 4,323.54 | 6,494.20 |
| " No. 40 | | 24,497.48 | 24,497.48 |
| " No. 79 | 340,215.02 | 24,714.63 | 364,929.65 |
| " No. 80 | | 7,033.09 | 7,033.09 |
| " No. 82 | | 4,107.14 | 4,107.14 |
| Arkona Westerly 2.0 miles and War- | | | |
| wick Cut-Off-Highway No. 21 | 91,413.53 | | 91,413.53 |
| Connecting Link, Village of Alvinston | | 582.46 | 582.46 |
| Connecting Link, Village of Thedford | | 166.12 | 166.12 |
| Development Road:— | | | |
| Warwick Village Cut-Off-Highway | | | |
| No. 21 | 8,431.05 | | 8,431.05 |
| | \$ 446,656.74 | \$ 166,842.58 | \$ 613,499.32 |
| LANARK:— | | | |
| Highway No. 7 | | \$ 20,764.06 | \$ 20,764.06 |
| " No. 15 | \$ 1,728.82 | 50,947.37 | 52,676.19 |
| " No. 29 | 255,205.37 | 41,365.33 | 296,570.70 |
| " No. 44 | 901.31 | 2,665.25 | 3,566.56 |
| Development Roads:— | | | |
| Darling North Township Line | | | |
| Darling South Township Line | 14,521.78 | 15,047.81 | 29,569.59 |
| 50, Beckwith Township Concessions | | | 20,979.41 |
| 1-B, Highway No. 7-Lanark Village | 49,714.59 | | 49,714.59 |

| County | Construction | Maintenance | Total |
|---|---------------|---------------|---------------|
| LANARK:—(continued) | | | |
| 58-A, Smiths Falls East-Montague Township..... | \$ 93,179.13 | ..... | \$ 93,179.13 |
| 78-B, Lanark Village-Hopetown..... | 155,053.85 | ..... | 155,053.85 |
| 84, Union Hall Road..... | 13,217.95 | ..... | 13,217.95 |
| | \$ 604,502.21 | \$ 130,789.82 | \$ 735,292.03 |
| LEEDS AND GRENVILLE:— | | | |
| Highway No. 2..... | \$ 61,318.64 | \$ 198,670.29 | \$ 259,988.93 |
| " No. 2-S..... | 48.90 | 114,127.54 | 114,176.44 |
| " No. 15..... | 333.48 | 49,352.55 | 49,686.03 |
| " No. 16..... | 7,210.17 | 27,245.15 | 34,455.32 |
| " No. 29..... | 537.52 | 83,771.75 | 84,309.27 |
| " No. 32..... | ..... | 15,168.64 | 15,168.64 |
| " No. 42..... | 11.45 | 221,583.15 | 221,594.60 |
| Four Lane Highway, Prescott Cut-Off | 2,605.18 | 2,303.30 | 4,908.48 |
| Sidewalk Construction, Village of Seeley's Bay..... | 244.00 | ..... | 244.00 |
| Sidewalk Construction, Lyndhurst... | 103.87 | ..... | 103.87 |
| Connecting Link, Town of Kempville | ..... | 501.25 | 501.25 |
| Development Roads:— | | | |
| 49, Highway No. 2- Thousand Islands Bridge..... | 77,434.02 | ..... | 77,434.02 |
| 54, Highway No. 29 Easterly..... | 2,983.60 | ..... | 2,983.60 |
| 83, Easton's Corners-Kilmarnock Locks..... | 14,903.97 | ..... | 14,903.97 |
| 89, Westport-Bolingbrooke Road..... | 21,536.86 | ..... | 21,536.86 |
| 93, Athens-Charleston Road..... | 9,963.25 | ..... | 9,963.25 |
| | \$ 199,234.91 | \$ 712,723.62 | \$ 911,958.53 |
| LENNOX AND ADDINGTON:— | | | |
| Highway No. 2..... | ..... | \$ 34,128.10 | \$ 34,128.10 |
| " No. 2-A..... | \$ 5,997.41 | ..... | 5,997.41 |
| " No. 7..... | ..... | 12,130.07 | 12,130.07 |
| " No. 33..... | 153.62 | 93,756.87 | 93,910.49 |
| " No. 41..... | 48,719.91 | 288,298.19 | 337,018.10 |
| Intersection, Highway No. 7 and Highway No. 41, Survey..... | 485.67 | ..... | 485.67 |
| Development Roads:— | | | |
| 36, Tamworth, Arden, Harlowe Road | 14,001.39 | ..... | 14,001.39 |
| 57, Centreville-Mud Lake..... | 6,439.07 | ..... | 6,439.07 |
| 74, Richmond Township Diversion, Concession 7..... | 18,978.54 | ..... | 18,978.54 |
| 97, Wiggling Bridge..... | 11,337.34 | ..... | 11,337.34 |
| | \$ 106,112.95 | \$ 428,313.23 | \$ 534,426.18 |
| LINCOLN:— | | | |
| Highway No. 8..... | \$ 32.99 | \$ 34,730.35 | \$ 34,763.34 |
| " No. 8-A..... | ..... | 3,590.08 | 3,590.08 |
| " No. 20..... | 362.72 | 36,833.97 | 37,196.69 |
| " No. 57..... | 99,814.57 | 4,341.08 | 104,155.65 |
| " No. 58..... | 202.60 | 1,821.69 | 2,024.29 |
| Queen Elizabeth Way..... | 4,387.09 | 88,719.27 | 93,106.36 |
| Connecting Link, Town of Grimsby.. | ..... | 250.20 | 250.20 |
| | \$ 104,799.97 | \$ 170,286.64 | \$ 275,086.61 |
| MISSISSAUGA:— | | | |
| Highway No. 2..... | \$ 29,726.15 | \$ 54,739.07 | \$ 84,465.22 |
| " No. 4..... | 743.11 | 30,279.05 | 31,022.16 |
| " No. 7..... | ..... | 162,193.51 | 162,193.51 |
| " No. 22..... | 4,633.40 | 217,147.23 | 221,780.63 |
| " No. 23..... | 176,549.36 | 9,283.87 | 185,833.23 |
| " No. 73..... | 25.76 | 18,653.12 | 18,678.88 |

| County | Construction | Maintenance | Total |
|--|---------------|----------------|----------------|
| MIDDLESEX:—(continued) | | | |
| Highway No. 74 | | \$ 5,281.90 | \$ 5,281.90 |
| “ No. 80 | \$ 278.47 | 31,461.75 | 31,740.22 |
| “ No. 81 | 224,265.34 | 40,572.61 | 264,837.95 |
| Proposed Highway, Survey | | | |
| Toronto-Windsor | 482.07 | | 482.07 |
| Miscellaneous Surveys | 27.72 | | 27.72 |
| | \$ 436,731.38 | \$ 569,612.11 | \$1,006,343.49 |
| NORFOLK: | | | |
| Highway No. 3 | \$ 105.26 | \$ 38,873.34 | \$ 38,978.60 |
| “ No. 6 | | 14,416.76 | 14,416.76 |
| “ No. 19 | | 2,041.42 | 2,041.42 |
| “ No. 24 | 18,312.09 | 20,545.94 | 38,858.03 |
| “ No. 59 | | 2,515.72 | 2,515.72 |
| Connecting Link, Town of Simcoe .. | | 68.85 | 68.85 |
| | \$ 18,417.35 | \$ 78,462.03 | \$ 96,879.38 |
| NORTHUMBERLAND AND DURHAM:— | | | |
| Highway No. 2 | \$ 11,003.85 | \$ 855,666.43 | \$ 866,670.28 |
| “ No. 2A | 23,152.11 | | 23,152.11 |
| “ No. 7A | 1,243.27 | 41,409.03 | 42,652.30 |
| “ No. 28 | 8,860.90 | 40,354.98 | 49,215.88 |
| “ No. 30 | 8,054.22 | 31,543.83 | 39,598.05 |
| “ No. 33 | | 2,841.34 | 2,841.34 |
| “ No. 35 | 3,425.81 | 39,912.50 | 43,338.31 |
| “ No. 45 | 176,674.59 | 55,245.86 | 231,920.45 |
| New Location, Pontypool- Peterborough Survey | 7,149.41 | | 7,149.41 |
| New Location, Bowmanville-Orono, Survey | 362.61 | | 362.61 |
| New Location, Newcastle Orono, Survey | 2,334.56 | | 2,334.56 |
| New Location, Bowmanville- Peterborough, Survey | 116.84 | | 116.84 |
| Miscellaneous Surveys | 222.23 | | 222.23 |
| Sidewalk Construction, Village of Warkworth | 292.79 | | 292.79 |
| Connecting Link, Town of Campbellford | | 1,063.20 | 1,063.20 |
| Connecting Link, Town of Port Hope .. | | 642.79 | 642.79 |
| Connecting Link, Village of Brighton .. | | 255.50 | 255.50 |
| Connecting Link, Village of Colborne .. | | 43.50 | 43.50 |
| Connecting Link, Village of Hastings .. | | 78.50 | 78.50 |
| Connecting Link, Village of Newcastle .. | | 35.65 | 35.65 |
| Development Road: Campbellford-Hoard's Station | 101,555.83 | | 101,555.83 |
| | \$ 344,449.02 | \$1,069,093.11 | \$1,413,542.13 |
| ONTARIO: | | | |
| Highway No. 2 | \$ 2,189.31 | \$ 73,671.48 | \$ 75,860.79 |
| “ No. 2-A | 31,017.73 | 108,164.75 | 139,182.48 |
| “ No. 7 | 263.88 | 24,973.31 | 25,238.69 |
| “ No. 7-A | | 4,997.78 | 4,997.78 |
| “ No. 12 | 25,881.77 | 109,903.07 | 135,784.84 |
| “ No. 37 | 1,701.04 | 37,494.10 | 39,195.14 |
| “ No. 48 | 1,000.00 | 3,643.13 | 4,643.13 |
| “ No. 69 | 110.42 | 24,502.51 | 24,612.93 |
| Connecting Link, Village of Port Perry | | 899.86 | 899.86 |
| Development Road: Portage Road Diversion | 17,938.28 | | 17,938.28 |
| | \$ 80,103.93 | \$ 388,249.99 | \$ 468,353.92 |

| County | Construction | Maintenance | Total |
|--|---------------|---------------|---------------|
| OXFORD:— | | | |
| Highway No. 2 | \$ 446.89 | \$ 38,426.19 | \$ 38,873.08 |
| " No. 3 | | 2,041.42 | 2,041.42 |
| " No. 19 | 1,588.56 | 36,533.88 | 38,122.44 |
| " No. 53 | | 11,638.09 | 11,638.09 |
| " No. 59 | 642.27 | 22,663.37 | 23,305.64 |
| " No. 97 | 148,218.91 | 44,259.68 | 192,478.59 |
| " No. 100 | 10,469.78 | 24,145.08 | 34,614.86 |
| | \$ 161,366.41 | \$ 179,707.71 | \$ 341,074.12 |
| PEEL:— | | | |
| Highway No. 2 | | \$ 23,023.17 | \$ 23,023.17 |
| " No. 5 | \$ 64,343.97 | 26,213.77 | 90,557.74 |
| " No. 7 | 1,849.30 | 107,117.94 | 108,967.24 |
| " No. 9 | 826.62 | 19,016.63 | 19,843.25 |
| " No. 10 | 86,768.55 | 55,443.37 | 142,211.92 |
| " No. 24 | | 19,057.36 | 19,057.36 |
| " No. 50 | 136,085.59 | 21,828.53 | 157,914.12 |
| " No. 51 | | 4,797.93 | 4,797.93 |
| Queen Elizabeth Way | 2,489.68 | 42,168.56 | 44,658.24 |
| Proposed Highway-Survey, Toronto-Windsor | 392.20 | | 392.20 |
| Miscellaneous Survey | 14.86 | | 14.86 |
| Connecting Link, Town of Port Credit | | 1,971.02 | 1,971.08 |
| | \$ 292,770.77 | \$ 320,638.34 | \$ 613,409.11 |
| PERTH:— | | | |
| Highway No. 7 | \$ 2,491.45 | \$ 120,992.94 | \$ 123,484.39 |
| " No. 8 | 3,431.41 | 102,575.32 | 106,006.73 |
| " No. 19 | 6,536.62 | 64,665.33 | 71,201.95 |
| " No. 23 | 5,210.76 | 104,857.59 | 110,068.35 |
| " No. 83 | 235.23 | 5,452.56 | 5,687.79 |
| " No. 86 | 101.75 | 32,901.55 | 33,003.30 |
| " No. 100 | 1,161.54 | 2,682.78 | 3,844.32 |
| Connecting Link, Town of Listowel | | 26,159.07 | 26,159.07 |
| Connecting Link, Town of Mitchell | | 227.93 | 227.93 |
| | \$ 19,168.76 | \$ 460,515.07 | \$ 479,683.83 |
| PETERBOROUGH:— | | | |
| Highways No. 7 | \$ 1,457.41 | \$ 47,318.17 | \$ 48,775.60 |
| " No. 7-A | 1,095.36 | 1,331.47 | 2,426.83 |
| " No. 28 | 32,251.74 | 140,531.51 | 172,783.25 |
| " No. 30 | | 3,349.32 | 3,349.32 |
| " No. 36 | 333.66 | 39,018.65 | 39,352.31 |
| " No. 45 | 290.33 | 11,227.53 | 11,517.91 |
| New Location, Pontypool- Peterborough, Survey | 1,468.09 | | 1,468.09 |
| Connecting Link, Village of Lakefield | | 572.33 | 572.33 |
| Development Roads: | | | |
| Catchacoma Road | | 4,092.66 | 4,092.66 |
| Bobcaygeon-Kimmount | 1,741.93 | 7,834.87 | 9,576.78 |
| Apsley-Lasswade-Clydesdale | | 21,105.67 | 21,105.67 |
| Laker-Id-Hall's Bridge | 80,124.00 | | 80,124.00 |
| Haylock-Lasswade | 19,749.69 | | 19,749.69 |
| Napeline Mine Road | 12,517.70 | | 12,517.70 |
| Clornie-Hall's Glen | 61,277.31 | | 61,277.31 |
| Clornie-Centre Dunsmuir | 5,306.25 | | 5,306.25 |
| Hall's Bridge-Highway No. 36 | 3,948.32 | | 3,948.32 |
| Buckhorn Gannon's Narrows | 856.55 | | 856.55 |
| | \$ 222,418.34 | \$ 276,382.14 | \$ 498,800.48 |

| County | Construction | Maintenance | Total |
|--|----------------|----------------|----------------|
| PRESCOTT AND RUSSELL:— | | | |
| Highway No. 17..... | \$ 271,945.37 | \$ 149,863.71 | \$ 421,809.08 |
| " No. 34..... | | 8,503.31 | 8,503.31 |
| Sidewalk Construction, Village of Embrun..... | 5,099.41 | | 5,099.41 |
| Sidewalk Construction, Village of Plantagenet..... | 435.91 | | 435.91 |
| Sidewalk Construction, Village of St. Pascal Baylon..... | 1,306.78 | | 1,306.78 |
| | \$ 278,787.47 | \$ 158,367.02 | \$ 437,154.49 |
| PRINCE EDWARD:— | | | |
| Highway No. 44..... | | \$ 15,849.92 | \$ 15,849.92 |
| " No. 33..... | \$ 19,033.32 | 22,932.11 | 41,965.43 |
| " No. 41..... | 2,736.27 | 7,193.07 | 9,929.34 |
| | \$ 21,769.59 | \$ 45,975.10 | \$ 67,744.69 |
| RENFREW:— | | | |
| Highway No. 17..... | \$ 612,925.33 | \$ 544,709.91 | \$1,157,635.24 |
| " No. 29..... | | 501.94 | 501.94 |
| " No. 41..... | 1,459.60 | 39,591.20 | 41,050.80 |
| " No. 60..... | 47,031.68 | 73,307.14 | 120,338.82 |
| " No. 62..... | 7,857.64 | 191,462.26 | 199,319.90 |
| Connecting Link, Town of Pembroke..... | 1,947.94 | | 1,947.94 |
| Connecting Link, Town of Arnprior..... | | 380.60 | 380.60 |
| Connecting Link, Town of Renfrew..... | | 1,373.93 | 1,373.93 |
| Development Roads:— | | | |
| Killaloe-Round Lake..... | 21,425.25 | 9,124.06 | 30,549.31 |
| Combermere-Burgess Mine..... | | 6,847.56 | 6,847.56 |
| Combermere-Quadville..... | | 28,004.05 | 28,004.05 |
| Killaloe-Brudenell..... | | 12,706.33 | 12,706.33 |
| Eganville-Cormac..... | | 15,813.06 | 15,813.06 |
| Dacre-Hyndford..... | | 13,746.45 | 13,746.45 |
| Dacre-Shamrock..... | | 8,585.30 | 8,585.30 |
| Eganville-Kelly's Corners..... | | 6,178.38 | 6,178.38 |
| Burnstown-Black Donald Mine and Calabogie-Darling Township Line..... | 10,644.75 | 41,875.76 | 52,520.51 |
| Bagot Township, Survey..... | 269.07 | | 269.07 |
| Killaloe-Pembroke, Survey..... | 276.22 | | 276.22 |
| Killaloe-Basin Depot, Survey..... | 15.99 | | 15.99 |
| Eganville-Pembroke, Survey..... | 330.35 | | 330.35 |
| 14, Eganville-Pembroke..... | 316,434.62 | | 316,434.62 |
| 16, Calabogie-Opeongo..... | 25,645.08 | | 25,645.08 |
| 17, Northcote via Douglas and Kelly's Corners-Eganville..... | | 55,294.56 | 55,294.56 |
| 52, Eganville-Hyndford..... | 21,214.79 | | 21,214.79 |
| 64, Brudenell-Quadville..... | 4,418.73 | | 4,418.73 |
| 65, Mount St. Patrick-Shamrock..... | 4,914.97 | | 4,914.97 |
| 66, Sand Point-Castleford Road..... | 14,869.57 | | 14,869.57 |
| 72, Raglan Township..... | 9,947.21 | | 9,947.21 |
| Dacre-Shamrock-Renfrew Road..... | 1,891.07 | | 1,891.07 |
| | \$1,103,519.86 | \$1,049,502.49 | \$2,153,022.35 |
| SIMCOE:— | | | |
| Highway No. 9..... | | \$ 25,504.52 | \$ 25,504.52 |
| " No. 11..... | 5,954.53 | 101,717.28 | 110,701.81 |
| " No. 12..... | 190,079.96 | 64,898.80 | 254,978.76 |
| " No. 24..... | 178,985.80 | 41,203.20 | 220,189.00 |
| " No. 26..... | 70,733.67 | 76,353.04 | 147,086.71 |
| " No. 27..... | 1,279.44 | 112,850.55 | 114,129.99 |
| " No. 88..... | 4.46 | 9,997.71 | 10,002.17 |
| " No. 89..... | 149,208.47 | 28,294.72 | 177,503.19 |
| " No. 90..... | 32.11 | 18,201.18 | 18,233.32 |

| County | Construction | Maintenance | Total |
|--|----------------|---------------|----------------|
| SIMCOE:—(continued) | | | |
| Highway No. 91..... | | 12,969.59 | \$ 12,969.59 |
| “ No. 92..... | \$ 2.06 | 12,568.72 | 12,570.78 |
| “ No. 93..... | 6,417.60 | 36,006.36 | 42,423.96 |
| “ No. 103..... | 1,744.72 | 13,787.95 | 15,532.67 |
| Toronto-Barrie Highway..... | 357,904.70 | | 357,904.70 |
| Barrie By-Pass, Controlled Access..... | 21,099.40 | | 21,099.40 |
| Proposed Highway, Survey, Barrie-Waubashene..... | 15.66 | | 15.66 |
| New Location, Survey, Craighurst-Waubashene..... | 182.14 | | 182.14 |
| New Location, Survey, Highway No 11-Passing Orillia..... | 1,616.38 | | 1,616.38 |
| New Location, Survey, Crown Hill-Coldwater..... | 765.71 | | 765.71 |
| New Location, Survey, Crown Hill-Waubashene..... | 1,561.93 | | 1,561.93 |
| Connecting Link, Town of Alliston..... | | 1,049.61 | 1,049.61 |
| Connecting Link, Town of Barrie..... | | 2,966.00 | 2,966.00 |
| Connecting Link, Town of Orillia..... | | 2,230.71 | 2,230.71 |
| Connecting Link, Town of Stayner..... | | 1,338.24 | 1,338.24 |
| Connecting Link, Village of Coldwater..... | | 563.36 | 563.36 |
| Connecting Link, Village of Port McNicholl..... | | 694.84 | 694.84 |
| Connecting Link, Village of Victoria Harbour..... | | 1,417.90 | 1,417.90 |
| Development Roads:— | | | |
| Severn Falls-Big Chute..... | 696.71 | | 696.71 |
| Lovering Road-Severn Falls..... | 107,967.59 | | 107,967.59 |
| Highway No. 11-Sparrow Lake..... | 7,993.78 | | 7,993.78 |
| | \$1,104,246.85 | \$ 567,644.28 | \$1,671,891.13 |
| STORMONT, DUNDAS AND GLENGARRY:— | | | |
| Highway No. 2..... | \$ 13,417.99 | \$ 107,451.47 | \$ 120,869.46 |
| “ No. 31..... | 5,242.93 | 45,569.23 | 50,812.16 |
| “ No. 34..... | 321,758.94 | 23,542.17 | 345,301.11 |
| “ No. 43..... | 16,733.13 | 83,305.67 | 100,038.80 |
| Sidewalk Construction, Village of Avonmore..... | 316.36 | | 316.36 |
| Sidewalk Construction, Village of Moose Creek..... | 845.10 | | 845.10 |
| Sidewalk Construction, Village of South Mountain..... | 527.54 | | 527.54 |
| Connecting Link, Town of Alexandria..... | | 855.10 | 855.10 |
| Connecting Link, Village of Iroquois..... | | 912.51 | 912.51 |
| | \$ 358,841.99 | \$ 261,636.15 | \$ 620,478.14 |
| VICTORIA:— | | | |
| Highway No. 7..... | \$ 1,620.50 | \$ 50,318.07 | \$ 51,938.57 |
| “ No. 35..... | 131,606.98 | 58,086.85 | 189,693.83 |
| “ No. 36..... | 19.94 | 42,155.99 | 42,175.93 |
| “ No. 46..... | 6,637.40 | 44,468.38 | 51,105.78 |
| Connecting Link, Town of Lindsay..... | | 2,182.76 | 2,182.76 |
| Connecting Link, Village of Omemece..... | | 317.00 | 317.00 |
| Development Roads:— | | | |
| Burnt River Road..... | 51,823.47 | 74,710.10 | 126,533.57 |
| Norland-Kinmount and Norland-Uphill..... | 25,000.00 | 13,955.04 | 38,955.04 |
| Highway No. 46-Sebright, Highway No. 46-Uphill, Sebright-Uphill..... | 10,000.00 | 16,957.68 | 26,957.68 |
| Bobcaygeon-Kinmount..... | 1,231.84 | 5,848.46 | 7,080.30 |
| Minden-Kinmount, Survey..... | 51.76 | | 51.76 |
| Portion of Victoria County Road No. 9..... | 16,648.17 | | 16,648.17 |
| | \$ 244,640.66 | \$ 309,000.33 | \$ 553,640.99 |

| County | Construction | Maintenance | Total |
|--|---------------|---------------|---------------|
| WATERLOO:-- | | | |
| Highway No. 7 | \$ 75,113.83 | \$ 21,080.65 | \$ 96,194.48 |
| " No. 8 | 5,483.73 | 35,887.86 | 41,371.59 |
| " No. 24 | 1,281.31 | 15,255.11 | 16,536.42 |
| " No. 24-A | 249.32 | 11,344.86 | 11,594.18 |
| " No. 85 | 14,331.09 | 12,128.74 | 26,459.83 |
| " No. 86 | 91.16 | 31,543.48 | 31,634.64 |
| " No. 97 | 365.42 | 18,018.47 | 18,383.89 |
| | \$ 96,915.86 | \$ 145,259.17 | \$ 242,175.03 |
| WELLAND:-- | | | |
| Highway No. 3 | \$ 506.78 | \$ 48,681.50 | \$ 49,188.28 |
| " No. 3-A | 1,960.67 | 19,861.29 | 21,821.96 |
| " No. 3-C | 150.00 | 9,626.39 | 9,776.39 |
| " No. 8 | | 13,493.32 | 13,493.32 |
| " No. 20 | 1,410.55 | 24,575.91 | 25,986.46 |
| " No. 57 | 157,409.13 | 8,811.12 | 166,220.25 |
| " No. 58 | 1,819.66 | 27,188.83 | 29,008.49 |
| Queen Elizabeth Way | 440,307.41 | 95,517.54 | 535,824.95 |
| New Road, Welland-Humberstone | 1,337.61 | | 1,337.61 |
| | \$ 604,901.81 | \$ 247,755.90 | \$ 852,657.71 |
| WELLINGTON:-- | | | |
| " No. 6 | \$ 35,705.67 | \$ 80,007.35 | \$ 115,713.02 |
| " No. 7 | 45,073.42 | 21,226.05 | 66,299.47 |
| " No. 9 | 1,888.02 | 63,523.14 | 65,411.16 |
| " No. 23 | | 3,222.93 | 3,222.93 |
| " No. 24 | 208,414.41 | 46,338.77 | 254,753.18 |
| " No. 86 | 6,067.87 | 24,492.42 | 30,560.29 |
| " No. 87 | | 6,184.14 | 6,184.14 |
| Connecting Link, Town of Mount Forest | | 920.10 | 920.10 |
| Connecting Link, Village of Arthur | | 437.52 | 437.52 |
| Connecting Link, Village of Fergus | | 199.10 | 199.10 |
| Connecting Link, Village of Palmerston | | 8,315.98 | 8,315.98 |
| | \$ 297,149.39 | \$ 254,867.50 | \$ 552,016.89 |
| WENTWORTH:-- | | | |
| Highway No. 2 | \$ 17,826.01 | \$ 45,688.81 | \$ 63,514.82 |
| " No. 5 | 180.52 | 50,926.81 | 51,107.33 |
| " No. 6 | 4,267.18 | 86,486.13 | 90,753.31 |
| " No. 8 | 6,025.42 | 84,042.29 | 90,067.71 |
| " No. 20 | | 28,273.34 | 28,273.34 |
| " No. 20-A | | 11,909.08 | 11,909.08 |
| " No. 52 | 444.80 | 18,496.75 | 18,941.55 |
| " No. 53 | 1,794.59 | 16,798.73 | 18,593.32 |
| " No. 55 | 686.89 | 4,754.93 | 5,441.82 |
| " No. 56 | 42.39 | 5,617.31 | 5,659.70 |
| " No. 97 | 88.99 | 15,764.49 | 15,853.48 |
| " No. 99 | | 19,755.00 | 19,755.00 |
| " No. 102 | | 5,687.54 | 5,687.54 |
| Queen Elizabeth Way | 61,122.57 | 31,765.05 | 92,887.62 |
| Miscellaneous Survey | 18.29 | | 18.29 |
| Connecting Link, Town of Dundas | | 93.65 | 93.65 |
| | \$ 92,497.65 | \$ 426,059.91 | \$ 518,557.56 |
| YORK: | | | |
| Highway No. 2 | \$ 3,279.50 | \$ 65,031.64 | \$ 68,311.14 |
| " No. 2-A | 1,809.92 | 10,327.75 | 12,137.67 |
| " No. 5 | 50,614.42 | 73,656.81 | 124,271.23 |
| " No. 5-A | 238,942.34 | 16,365.13 | 255,307.47 |

| | | | |
|--|----------------|---------------|----------------|
| YORK:—(continued) | | | |
| " No. 7 | 3,898.33 | 73,437.23 | \$ 77,335.56 |
| " No. 9 | \$ 98.92 | 11,195.95 | 11,294.87 |
| " No. 11 | 8,354.06 | 87,142.32 | 95,496.38 |
| " No. 11-A | 2,835.47 | | 2,835.47 |
| " No. 27 | 440,531.28 | 93,543.68 | 534,074.96 |
| " No. 47 | 610.00 | 10,090.73 | 10,700.73 |
| " No. 49 | | 3,584.36 | 3,584.36 |
| " No. 50 | | 4,197.11 | 4,197.11 |
| Queen Elizabeth Way | 4,632.49 | 23,777.80 | 28,410.29 |
| Old Queen Street | 16,991.90 | 4,329.92 | 21,321.82 |
| Toronto-Barrie, Controlled Access | 539,014.68 | | 539,014.68 |
| Toronto By-Pass, Controlled Access | 374,191.21 | | 374,191.21 |
| Toronto North-West Entrance, Survey | 676.04 | | 676.04 |
| Eglinton Avenue, Survey | 7.90 | | 7.90 |
| Queensway, Survey | 887.46 | | 887.46 |
| Miscellaneous Surveys | 48.33 | | 48.33 |
| Connecting Link, Town of Mimico | | 1,414.46 | 1,414.46 |
| Connecting Link, Town of New Toronto | | 2,817.21 | 2,817.21 |
| Connecting Link, Village of Long Branch | | 1,237.56 | 1,237.56 |
| Connecting Link, Village of Richmond Hill | | 1,388.10 | 1,388.10 |
| | \$1,687,424.25 | \$ 483,537.76 | \$2,170,962.01 |
| HALIBURTON:— | | | |
| Highway No. 28 | | \$ 23,064.88 | \$ 23,064.88 |
| " No. 35 | \$ 84,780.60 | 60,933.81 | 145,714.41 |
| " No. 60 | 35,085.25 | 3,504.02 | 38,589.27 |
| Development Roads:— | | | |
| Haliburton-Redstone | 18.10 | 15,833.52 | 15,851.62 |
| Minden-Junction with Hastings Boundary Road | 20.00 | 33,588.27 | 33,608.27 |
| Minden-Kinmount | 786.87 | 55,848.80 | 56,635.67 |
| Kinmount-Hastings County Boundary | 224,193.97 | 62,305.70 | 286,499.67 |
| Cardiff Township, Survey | 1,351.65 | | 1,351.65 |
| Glamorgan Township, Survey | 9.78 | | 9.78 |
| Gooderham-Wilberforce, Survey | 4,959.53 | | 4,959.53 |
| Irondale-Harcourt, Survey | 661.29 | | 661.29 |
| Kenisis Lake Road-Redstone Lake | 11,055.47 | | 11,055.47 |
| Eagle Lake Road-Carnarvon | 92,573.89 | | 92,573.89 |
| | \$ 455,496.40 | \$ 255,079.00 | \$ 710,575.40 |
| MUSKOKA:— | | | |
| Highway No. 11 | \$ 473,432.98 | \$ 95,427.36 | \$ 568,860.34 |
| " No. 35 | | 7,568.78 | 7,568.78 |
| " No. 60 | | 19,070.68 | 19,070.68 |
| " No. 69 | 8,321.86 | 28,057.13 | 36,378.99 |
| " No. 103 | 2,854.28 | | 2,854.28 |
| Proposed Highway, Survey, Port Severn-Parry Sound | 146.36 | | 146.36 |
| Miscellaneous Surveys | 42.15 | | 42.15 |
| Connecting Link, Town of Huntsville | | 109.65 | 109.65 |
| Development Roads:— | | | |
| Port Severn-Honey Harbour | | 27,579.37 | 27,579.37 |
| Gravenhurst-Sanitarium | | 547.72 | 547.72 |
| Bracebridge-Baysville and Dorset | 22.71 | 38,260.87 | 38,283.58 |
| Bracebridge-Port Carling | 6,451.96 | 28,775.94 | 35,227.90 |
| Huntsville-Baysville | | 17,772.19 | 17,772.19 |
| Falkenburg-Rosseau | | 67,114.72 | 67,114.72 |
| Highway No. 11-Port Sidney and Wendmere | 6,535.25 | 76,888.09 | 83,423.34 |
| Highway No. 60-Limberlost Lodge | | 7,269.19 | 7,269.19 |

| County | Construction | Maintenance | Total |
|--|----------------|---------------|-----------------|
| MUSKOGEE:—(continued) | | | |
| Aspdin Road-Rosseau, Hekkla Road-Skeleton Lake Road..... | \$ 14,512.29 | ..... | \$ 14,512.29 |
| South Portage-Rat Lake..... | 20,133.92 | ..... | 20,133.92 |
| Clear Lake Road..... | 111,904.02 | ..... | 111,904.02 |
| Unincorporated Township Roads:— | | | |
| Baxter Township..... | ..... | 893.79 | 893.79 |
| Sinclair Township..... | ..... | 2,347.05 | 2,347.05 |
| | \$ 644,357.78 | \$ 417,682.53 | \$ 1,062,040.31 |
| NIPISSING:— | | | |
| Highway No. 11..... | \$ 24,405.70 | \$ 183,688.70 | \$ 208,094.40 |
| " No. 17..... | 726,815.36 | 177,212.46 | 904,027.82 |
| " No. 60..... | 7,363.29 | 68,942.32 | 76,305.61 |
| " No. 63..... | 47,366.84 | 90,401.07 | 137,767.91 |
| " No. 64..... | 6,858.68 | 93,259.02 | 100,117.70 |
| " No. 94..... | 164.60 | 17,878.11 | 18,042.71 |
| Development Roads:— | | | |
| Mattawa-LaCave..... | 170,064.98 | ..... | 170,064.98 |
| Mattawa-Harrington Creek..... | ..... | 4,689.25 | 4,689.25 |
| Highway No. 11-Airport..... | 242.38 | 1,477.69 | 1,720.07 |
| Verner-Lavigne-Muskrat Creek..... | 142,257.67 | 24,875.85 | 167,133.52 |
| Field-River Valley..... | 8,183.84 | 9,774.67 | 17,958.51 |
| Warren-River Valley..... | ..... | 5,015.27 | 5,015.27 |
| Hagar-Rutter-Bigwood-Wolseley Bay..... | 11,185.61 | 91,529.79 | 102,715.40 |
| Caniptau Road and Spurs..... | ..... | 531.22 | 531.22 |
| Madawaska-Cross Lake..... | ..... | 7,234.89 | 7,234.89 |
| Whitney-Hastings County Boundary..... | ..... | 22,947.83 | 22,947.83 |
| North Temiskaming Road, Survey..... | 57.24 | ..... | 57.24 |
| Miscellaneous Surveys..... | 350.61 | ..... | 350.61 |
| Caldwell Township Road..... | 2,258.87 | ..... | 2,258.87 |
| Field Township Road..... | 547.90 | ..... | 547.90 |
| Unincorporated Township Roads:— | | | |
| Badgerow Township..... | 4,444.05 | 2,807.97 | 7,252.02 |
| Bastedo Township..... | ..... | 1,160.88 | 1,160.88 |
| Best Township..... | 2,024.12 | ..... | 2,024.12 |
| Bigwood Township..... | ..... | 2,448.72 | 2,448.72 |
| Crerar, Dana Townships..... | ..... | 4,445.42 | 4,445.42 |
| Crerar, Gibbons N.W. Townships..... | ..... | 1,955.02 | 1,955.02 |
| Crerar, Hugel Townships..... | ..... | 145.76 | 145.76 |
| Davis Township..... | ..... | 608.00 | 608.00 |
| Delamere, Hoskin Townships..... | ..... | 3,385.33 | 3,385.33 |
| Dickens Township..... | ..... | 3,198.90 | 3,198.90 |
| Falconer, Loudon S., Haddo S.E. Townships..... | ..... | 2,132.22 | 2,132.22 |
| Grant Township..... | ..... | 1,516.54 | 1,516.54 |
| Gibbons Township..... | ..... | 1,881.47 | 1,881.47 |
| Henry Township..... | ..... | 805.22 | 805.22 |
| Hugel Township..... | ..... | 3,298.39 | 3,298.39 |
| Kirkpatrick Township..... | ..... | 2,296.42 | 2,296.42 |
| Lauder Township..... | ..... | 217.99 | 217.99 |
| MacPherson Township..... | ..... | 2,673.56 | 2,673.56 |
| MacPherson, Loudon N., Haddo N.E. Townships..... | ..... | 4,389.89 | 4,389.89 |
| Murchison Township..... | ..... | 331.15 | 331.15 |
| Peck, Conisby Townships..... | ..... | 976.30 | 976.30 |
| Pedley Township..... | ..... | 150.68 | 150.68 |
| Phelps Township..... | ..... | 9,331.68 | 9,331.68 |
| Scollard Township..... | ..... | 514.62 | 514.62 |
| Strathy Township..... | ..... | 120.00 | 120.00 |
| | \$1,154,591.74 | \$ 850,250.27 | \$2,004,842.01 |

| District | Construction | Maintenance | Total |
|---|---------------|---------------|----------------|
| PARRY SOUND:— | | | |
| Highway No. 11 | \$ 60,917.25 | \$ 86,444.51 | \$ 147,361.76 |
| “ No. 69 | 221,419.24 | 110,003.94 | 331,423.18 |
| Sidewalk Construction, Village of Mactier | 397.25 | | 397.25 |
| Sidewalk Construction, Village of South River | 153.56 | | 153.56 |
| Connecting Link, Town of Parry Sound | | 69.35 | 69.35 |
| Development Roads:— | | | |
| Powassan Westerly | 6,469.86 | 26,826.32 | 33,296.18 |
| Trout Creek-Loring-Restoule | 13,307.50 | 75,510.23 | 88,817.73 |
| Rosseau-Hayes Corners | | 28,012.94 | 28,012.94 |
| Highway No. 11 at Elmsdale-High- way No. 69 near Parry Sound | 2.06 | 53,450.90 | 53,452.96 |
| Burks Falls-Parry Sound | 10,739.00 | 121,552.95 | 132,291.95 |
| Dunchurch-Ardbeg | | 15,869.92 | 15,869.92 |
| Sundridge-Magnetewan | | 41,054.74 | 41,054.74 |
| Highway No. 69-Bayfield | | 915.94 | 915.94 |
| Nipissing Township, Survey | 345.19 | | 345.19 |
| McDougall Township, Survey | 1,207.54 | | 1,207.54 |
| Himsworth North Township | 78,928.99 | | 78,928.99 |
| Himsworth South Township | 9,986.24 | | 9,986.24 |
| Nipissing Township | 18,795.50 | | 18,795.50 |
| Parry Sound-Parry Island | 192.66 | | 192.66 |
| Sundridge along North-East Shore of Bernard Lake | 5,488.46 | | 5,488.46 |
| Eagle Lake Road | 3,971.34 | | 3,971.34 |
| Elmsdale-Kearney | 4,492.50 | | 4,492.50 |
| Dillon Cove Road | 37,904.40 | | 37,904.40 |
| Rosseau-Parry Road to South-Boun- dary of Humphrey Township | 49,741.71 | | 49,741.71 |
| Unincorporated Township Roads:— | | | |
| Bethune Township | | 3,424.24 | 3,424.24 |
| Burpee Township | | 3,279.74 | 3,279.74 |
| Conger Township | | 1,772.19 | 1,772.19 |
| Croft Township | | 3,244.53 | 3,244.53 |
| Ferguson Township | | 1,615.70 | 1,615.70 |
| Gurd Township | | 8,498.90 | 8,498.90 |
| Harrison Township | | 187.40 | 187.40 |
| Laurier Township | | 2,657.31 | 2,657.31 |
| Lount Township | 18,989.31 | 4,235.24 | 23,224.55 |
| McConkey, Blair Townships | 414.33 | | 414.33 |
| McKenzie Township | | 2,408.57 | 2,408.57 |
| Mills, Hardy Townships | | 33,196.29 | 33,196.29 |
| Monteith Township | | 4,079.83 | 4,079.83 |
| Patterson Township | | 6,233.16 | 6,233.16 |
| Pringle Township | | 3,886.18 | 3,886.18 |
| Proudfoot Township | | 1,821.45 | 1,821.45 |
| Spence Township | | 3,746.27 | 3,746.27 |
| Wallbridge North, Henvey Townships | | 1,271.18 | 1,271.18 |
| Wallbridge South Township | | 1,374.63 | 1,374.63 |
| Wilson, McConkey Townships | | 6,876.14 | 6,876.14 |
| | \$ 543,863.89 | \$ 653,520.69 | \$1,197,384.58 |
| TEMISKAMING:— | | | |
| Highway No. 11 | \$ 24,706.80 | \$ 225,489.76 | \$ 250,196.56 |
| “ No. 65 | 31,731.78 | 175,371.72 | 207,103.50 |
| “ No. 66 | 29,106.48 | 51,164.44 | 80,270.92 |
| Connecting Link, Town of Haileybury | | 432.02 | 432.02 |
| Connecting Link, Town of New Holland | | 27.74 | 27.74 |
| Development Roads: | | | |
| Lorrain Road | 9,604.25 | 11,703.10 | 21,307.35 |
| Haileybury West | | 15,604.00 | 15,604.00 |
| North Temiskaming | 41,662.78 | 113,382.37 | 155,145.15 |
| North Road | 1,544.67 | 20,070.84 | 21,615.51 |

| District | Construction | Maintenance | Total |
|--|----------------|---------------|----------------|
| TEMISKAMING:—(continued) | | | |
| McCool-Thornloe-Earleton | \$ 174.57 | \$ 13,534.84 | \$ 13,709.41 |
| Charlton Road | | 27,935.14 | 27,935.14 |
| Boston Creek and Spurs | | 8,762.71 | 8,762.71 |
| Charlton-Elk Lake | | 10,369.21 | 10,369.21 |
| Gowanda Road and Spurs | 2,113.82 | 51,574.78 | 53,688.60 |
| Ashley Mine Road | 63.60 | 8,712.54 | 8,776.14 |
| Matatchewan Easterly | | 714.26 | 714.26 |
| Bidgood Mine Road | | 248.75 | 248.75 |
| Kenogami Station Road | | 30.28 | 30.28 |
| Sesekinika Road | | 614.38 | 614.38 |
| Elk Lake Road, Survey | 22.00 | | 22.00 |
| Elk Lake-Englehart, Survey | 19.38 | | 19.38 |
| 47, Government Road, Kirkland Lake | 72,198.59 | | 72,198.59 |
| Unincorporated Township Roads:— | | | |
| Barber Township | | 318.88 | 318.88 |
| Beauchamp Township | | 2,675.84 | 2,675.84 |
| Bryce Township | | 1,985.17 | 1,985.17 |
| Bryce, Robillard Townships | | 900.00 | 900.00 |
| Cane Township | | 3,652.46 | 3,652.46 |
| Eby, Blain Townships | | 2,646.57 | 2,646.57 |
| Gillies Township | | 30.23 | 30.23 |
| Henwood Township | | 5,642.32 | 5,642.32 |
| Ingram Township | | 3,069.64 | 3,069.64 |
| Lorrain Township | | 453.05 | 453.05 |
| Marquis Township | | 4,540.25 | 4,540.25 |
| Marter Township | | 4,301.59 | 4,301.59 |
| Marter, Catherine, Skead Townships | | 1,200.00 | 1,200.00 |
| Otto Township | | 4,290.10 | 4,290.10 |
| Pacaud Township | | 3,070.95 | 3,070.95 |
| Pense Township | | 559.13 | 559.13 |
| Robillard Township | | 5,187.98 | 5,187.98 |
| Savard Township | | 3,599.16 | 3,599.16 |
| Savard, Robillard Townships | | 400.00 | 400.00 |
| Sharpe Township | | 2,032.36 | 2,032.36 |
| Sharpe, Truax Townships | | 37.14 | 37.14 |
| Tudhope, Barber Townships | | 1,118.83 | 1,118.83 |
| | \$ 212,948.72 | \$ 787,554.47 | \$1,000,503.19 |
| COCHRANE:— | | | |
| Highway No. 11 | \$1,148,491.87 | \$ 575,541.39 | \$1,724,033.26 |
| " No. 67 | 5,753.69 | 61,182.79 | 66,936.48 |
| " No. 101 | 85,019.16 | 139,822.12 | 224,841.28 |
| Miscellaneous Surveys | 386.57 | | 386.57 |
| Connecting Link, Town of Kapuskasing | | 442.12 | 442.12 |
| Development Roads:— | | | |
| Hearst-Meade | 3,993.27 | 6,853.50 | 10,846.77 |
| Child's Beach-Iroquois Falls | | 2,030.70 | 2,030.70 |
| Iroquois Falls-Montclair | | 1,179.05 | 1,179.05 |
| Cochrane-Norsethuga | | 19,251.16 | 19,251.16 |
| Cochrane-Gardiner | | 7,831.60 | 7,831.60 |
| Highway No. 11-Rend Lake | | 2,302.80 | 2,302.80 |
| Hearst-Lake St. Therese | | 3,381.83 | 3,381.83 |
| Staunton Road | | 1,164.54 | 1,164.54 |
| Kamiskotia Road | | 21.23 | 21.23 |
| Kenora Beach Road | | 36,667.01 | 36,667.01 |
| Shillington-Iroquois Falls | | 10,582.48 | 10,582.48 |
| Timmins Back Road Spurs | | 2,208.41 | 2,208.41 |
| Timmins Back Road | | 16,115.51 | 16,115.51 |
| Sandy Falls West Road | 7,594.06 | 13,741.26 | 21,335.32 |
| Timmins South-Western | 415,065.97 | 2,426.53 | 417,492.50 |
| Holyre Road | 500.00 | 6,215.79 | 6,715.79 |
| Coulson Road | | 1,444.69 | 1,444.69 |
| Night Hawk Road, Survey | 7.10 | | 7.10 |
| Timmins South-Easterly, Survey | 113.72 | | 113.72 |

| District | Construction | Maintenance | Total |
|---|----------------|----------------|----------------|
| COCHRANE:—(continued) | | | |
| 43, Remi Lake Road..... | \$ 256.50 | | \$ 256.50 |
| 76, Highway No. 101-Val Gagne..... | 8,019.74 | | 8,019.74 |
| Unincorporated Township Roads:— | | | |
| Benoit Township..... | | 918.05 | 918.05 |
| Blount Township..... | | 466.97 | 466.97 |
| Brower Township..... | | 75.60 | 75.60 |
| Calder Township..... | | 1,015.94 | 1,015.94 |
| Casgrain Township..... | 4,450.00 | 3,411.90 | 7,861.90 |
| Casgrain, Kendall Townships..... | 134.17 | | 134.17 |
| Clute Township..... | 4,331.90 | 8,117.84 | 12,449.74 |
| Clute, Calder Townships..... | | 2,772.53 | 2,772.53 |
| Clute, Leitch, Blount Townships..... | | 5,060.92 | 5,060.92 |
| Devitt Township..... | | 1,882.43 | 1,882.43 |
| Dundonald, Clergue, Walker Townships..... | | 259.34 | 259.34 |
| Eilber Township..... | 4,526.81 | 297.00 | 4,823.81 |
| Eilber, Barker Townships..... | | 1,927.88 | 1,927.88 |
| Eilber, Devitt Townships..... | | 4,866.16 | 4,866.16 |
| Evelyn Township..... | | 209.31 | 209.31 |
| Fournier Township..... | | 2,763.35 | 2,763.35 |
| Fox, Brower Townships..... | | 3,580.09 | 3,580.09 |
| German, Matheson Townships..... | | 6,240.58 | 6,240.58 |
| Grenfell Township..... | | 640.20 | 640.20 |
| Haggart, Kendry Townships..... | | 397.39 | 397.39 |
| Hanlan, Way Townships..... | | 3,968.88 | 3,968.88 |
| Idlington Township..... | | 109.20 | 109.20 |
| Idlington, McCrea Townships..... | | 2,931.21 | 2,931.21 |
| Idlington, Williamson, Owens Townships..... | | 2,244.01 | 2,244.01 |
| Kendall Township, No. 1..... | 3,989.40 | 2,215.71 | 6,205.11 |
| Kendall Township, No. 2..... | | 2,532.45 | 2,532.45 |
| Kendall, Devitt Townships..... | | 2,786.12 | 2,786.12 |
| Kendry Township..... | | 549.75 | 549.75 |
| Kennedy Township..... | | 2,496.44 | 2,496.44 |
| Lamarche Township..... | 3,400.00 | 2,540.68 | 5,940.68 |
| Lowther Township..... | 960.74 | 1,836.19 | 2,796.93 |
| Lowther, Way Townships..... | 1,592.16 | 2,605.21 | 4,197.37 |
| McCann, McEvay Townships..... | | 257.42 | 257.42 |
| McCrea Township..... | | 92.50 | 92.50 |
| Nansen Township..... | | 3,567.71 | 3,567.71 |
| Newmarket Township..... | | 4,174.11 | 4,174.11 |
| O'Brien, Owens Townships..... | | 2,702.96 | 2,702.96 |
| Owens Township..... | | 300.00 | 300.00 |
| Owens, Williamson Townships..... | | 3,922.02 | 3,922.02 |
| Pyne Township..... | | 2,890.07 | 2,890.07 |
| Robb Township..... | | 3,595.35 | 3,595.35 |
| Shaw Township..... | | 11,340.36 | 11,340.36 |
| Way Township..... | 3,515.29 | 3,333.10 | 6,848.39 |
| Williamson Township..... | | 250.00 | 250.00 |
| | \$1,701,901.08 | \$1,018,586.50 | \$2,720,487.58 |
| SUDBURY:— | | | |
| Highway No. 17..... | \$ 658,703.09 | \$ 143,457.68 | \$ 802,160.77 |
| " No. 68..... | 13,149.50 | 43,942.45 | 57,091.95 |
| " No. 69..... | 22,242.63 | 37,549.87 | 59,792.50 |
| Miscellaneous Surveys..... | 1,070.74 | | 1,070.74 |
| Development Roads:— | | | |
| Cowgash Road..... | | 22,201.57 | 22,201.57 |
| Sable River Road..... | | 1,002.33 | 1,002.33 |
| Highway No. 17-Markstay..... | | 5,265.29 | 5,265.29 |
| Wahnapiatae-Wanup..... | | 5,481.82 | 5,481.82 |
| Highway No. 17-Falconbridge..... | 1,437.62 | 7,580.04 | 9,017.66 |
| Garson-Skead..... | | 33,542.73 | 33,542.73 |
| Hammer-Bailey's Corner..... | 5,002.36 | 20,660.00 | 25,662.36 |
| Sudbury-Capreol-Milnet..... | 74.26 | 31,794.81 | 31,869.07 |

| District | Construction | Maintenance | Total |
|---|----------------|---------------|----------------|
| Sudbury (continued) | | | |
| Sudbury-Frood Mines..... | \$ 521.63 | \$ 1,092.54 | \$ 1,614.17 |
| Sudbury-Levack-Benny-Geneva Lake Mine..... | 19.94 | 86,275.39 | 86,295.33 |
| Highway No. 69-Long Lake..... | | 2,836.99 | 2,836.99 |
| Highway No. 17-Creighton Mines..... | | 3,023.27 | 3,023.27 |
| Whitefish-Penage..... | | 11,700.64 | 11,700.64 |
| Chapleau South..... | 571,875.73 | 42,932.91 | 614,808.64 |
| Haddo Township, Survey..... | 608.67 | | 608.67 |
| Ratter, Dunnet Townships..... | 53,802.96 | | 53,802.96 |
| Martland Township..... | 38,675.64 | | 38,675.64 |
| Balfour Township Road..... | 308.80 | | 308.80 |
| Chelmsford-Blezzard Valley..... | 9,736.10 | | 9,736.10 |
| Unincorporated Township Roads:— | | | |
| Awrey Township..... | | 503.06 | 503.06 |
| Broder Township..... | | 3,369.02 | 3,369.02 |
| Burwash Township..... | | 298.70 | 298.70 |
| Capreol Township..... | | 2,091.25 | 2,091.25 |
| Cleland Township..... | | 2,851.20 | 2,851.20 |
| Creighton Township..... | | 762.90 | 762.90 |
| Curtin Township..... | | 52.25 | 52.25 |
| Dill Township..... | | 1,565.65 | 1,565.65 |
| Dryden Township..... | | 1,826.93 | 1,826.93 |
| Ermatinger Township..... | | 136.00 | 136.00 |
| Fairbanks Township..... | | 1,113.41 | 1,113.41 |
| Foleyet Township..... | | 127.91 | 127.91 |
| Foster Township..... | | 510.52 | 510.52 |
| Hawley Township..... | | 819.32 | 819.32 |
| Lorne Township..... | 956.82 | 1,984.60 | 2,941.42 |
| Loughrin Township..... | | 1,969.99 | 1,969.99 |
| Louise Township..... | | 2,126.79 | 2,126.79 |
| MacLennan Township..... | | 445.94 | 445.94 |
| Merritt Township..... | | 5,950.72 | 5,950.72 |
| Salter Broken Front Township..... | | 889.18 | 889.18 |
| Secord Township..... | | 253.05 | 253.05 |
| Snider Township..... | | 235.60 | 235.60 |
| Tilton Township..... | | 195.88 | 195.88 |
| Trill Township..... | | 150.21 | 150.21 |
| Wisner Township..... | | 1,364.40 | 1,364.40 |
| | \$1,378,186.49 | \$ 531,934.81 | \$1,910,121.30 |
| ALGOMA-MANITOULIN:— | | | |
| Highway No. 17..... | \$1,862,641.42 | \$ 363,727.40 | \$2,226,368.82 |
| “ No. 68..... | 11,198.09 | 102,304.54 | 113,502.63 |
| Proposed Highway, Survey, Hooverville-Hinkler Lake..... | 10,380.98 | | 10,380.98 |
| Miscellaneous Survey..... | 7.92 | | 7.92 |
| Development Roads:— | | | |
| Sable River Road..... | | 5,016.06 | 5,016.06 |
| Matinenda Road..... | | 3,737.83 | 3,737.83 |
| Lake Duluth Road..... | | 598.86 | 598.86 |
| Mississagi River Road..... | 82,378.42 | 101,513.75 | 183,892.17 |
| White River Road..... | 7,105.25 | 39,926.54 | 47,031.79 |
| Whitcliffe-Thessalon Road..... | 31,346.90 | 16,041.27 | 47,388.17 |
| Dunn's Valley Road..... | | 14,225.03 | 14,225.03 |
| St. Joseph's Island Belt Line..... | 80,465.60 | 66,206.75 | 146,672.35 |
| Gros Cap Road..... | 149.28 | 46,781.35 | 46,930.63 |
| Pont-Aux-Fins Road..... | | 1,697.96 | 1,697.96 |
| S. Robinson-Watton Road..... | 962.34 | 39,802.08 | 40,764.42 |
| Goulais Bay-White Birches Road..... | | 14,736.36 | 14,736.36 |
| Batchawana Village Road..... | | 1,526.39 | 1,526.39 |
| Michipicoten Area Roads..... | | 10,512.50 | 10,512.50 |
| Wawa-Hawk Lake Road..... | 133,060.12 | | 133,060.12 |
| Little Current-South Baymouth..... | 2,500.00 | 57,777.98 | 60,277.98 |
| Intersection of Little Current-South Baymouth Road to West Bay and | | | |

| District | Construction | Maintenance | Total |
|---|----------------|----------------|----------------|
| ALBERTA-TOWNSHIP:—(continued) | | | |
| Minemoya to South Baymouth-Gore Bay Road..... | \$ 5,013.10 | \$ 58,017.95 | \$ 63,031.05 |
| Providence Bay-Gore Bay..... | | 31,262.58 | 31,262.58 |
| Little Current-Gore Bay..... | 7,894.01 | 114,193.11 | 122,087.12 |
| Gore Bay-Meldrum Bay..... | 2,500.00 | 36,154.18 | 38,654.18 |
| Gore Bay-Meldrum Bay-Barrie Island..... | 22.91 | 5,910.89 | 5,933.80 |
| Mission Mine-Renabie-Dulama Mine Road..... | 43.08 | | 43.08 |
| Highway No. 17-St. Joseph's Island, Survey..... | 389.94 | | 389.94 |
| Awers Township, Survey..... | 320.03 | | 320.03 |
| Kagawong-Gore Bay, Survey..... | 858.35 | | 858.35 |
| West Bay Road, Survey..... | 6,340.77 | | 6,340.77 |
| Sylvan Valley Road..... | 14,398.17 | | 14,398.17 |
| Burpee Township Road..... | 4,611.72 | | 4,611.72 |
| Assignack-Sheguiandah-Binwell Road..... | 3,451.04 | | 3,451.04 |
| Tehkummah Township Road..... | 2,390.58 | | 2,390.58 |
| Unincorporated Township Roads:— | | | |
| Aberdeen Township..... | 4,507.42 | 3,569.44 | 8,076.86 |
| Awers Township..... | | 175.00 | 175.00 |
| Brigh: Township..... | | 13,453.46 | 13,453.46 |
| Cannad Township..... | 1,189.18 | 4,958.09 | 6,147.27 |
| Coben Township..... | | 2,992.25 | 2,992.25 |
| Dawson Township..... | | 1,033.38 | 1,033.38 |
| Fennell Township..... | | 2,379.18 | 2,379.18 |
| Galbraith Township..... | | 4,443.51 | 4,443.51 |
| Gledstone Township..... | | 2,888.42 | 2,888.42 |
| Gore Bay Township..... | | 28.64 | 28.64 |
| Houghton Township..... | 674.76 | 46.50 | 721.26 |
| Kare Township..... | | 569.89 | 569.89 |
| Killarney Township..... | | 525.93 | 525.93 |
| Kirkwood Township..... | | 462.20 | 462.20 |
| Lewis Township..... | | 4.69 | 4.69 |
| McMahon Township..... | | 21.00 | 21.00 |
| Mills Township..... | 7,655.66 | 774.22 | 8,429.88 |
| Morin Township..... | | 77.62 | 77.62 |
| Parkinson Township..... | | 2.75 | 2.75 |
| Park Township..... | | 2,072.44 | 2,072.44 |
| Park Township..... | | 1,092.27 | 1,092.27 |
| Park Township..... | | 3,193.38 | 3,193.38 |
| Robinson Township..... | | 2,610.27 | 2,610.27 |
| Rose Township..... | | 1,069.76 | 1,069.76 |
| Shelburne Township..... | | 1,323.77 | 1,323.77 |
| Shiela, Gaudette Townships..... | | 3,243.51 | 3,243.51 |
| Striker Township..... | | 920.68 | 920.68 |
| Van Loughnet Township..... | | 5.50 | 5.50 |
| Victoria Township..... | | 2,598.74 | 2,598.74 |
| Gardner River Indian Reserve..... | | 1,660.32 | 1,660.32 |
| Goulais Indian Reserve..... | | 94.98 | 94.98 |
| Missisagi Indian Reserve..... | | 21.62 | 21.62 |
| Serpent River Indian Reserve..... | | 3.12 | 3.12 |
| Sheshegan Indian Reserve..... | | 447.02 | 447.02 |
| Spanish River Indian Reserve..... | | 2,012.92 | 2,012.92 |
| Thames River Indian Reserve..... | | 683.03 | 683.03 |
| Gardner Lake Road..... | | 1,250.00 | 1,250.00 |
| Thames River Road..... | | 9,269.25 | 9,269.25 |
| Shaw Road..... | | 1,730.05 | 1,730.05 |
| | \$2,284,457.04 | \$1,205,380.16 | \$3,489,837.20 |
| TOWNSHIP:— | | | |
| Highway No. 11..... | \$ 51,274.76 | \$ 220,347.91 | \$ 271,622.67 |
| No. 17..... | 1,410,399.99 | 409,372.47 | 1,819,772.46 |
| No. 17-A..... | 641.92 | 47,869.77 | 48,511.69 |
| No. 61..... | 309,708.47 | 35,815.05 | 345,523.52 |

| District | Construction | Maintenance | Total |
|--|----------------|----------------|----------------|
| THUNDER BAY:—(continued) | | | |
| Development Roads:— | | | |
| Two-Gray Cross-Road..... | \$ 1,771.09 | \$ 18,947.39 | \$ 20,718.48 |
| Pearson-Pardee Loop..... | 1,051.78 | 27,967.27 | 29,019.05 |
| Scobie-Gillies Road..... | 2,422.69 | 41,757.12 | 44,179.81 |
| Oliver Road (West Section)..... | 2,065.38 | 29,689.84 | 31,755.22 |
| Oliver Road (East Section)..... | 4,720.56 | 20,375.32 | 25,095.88 |
| Silver Mountain Road..... | 2,581.03 | 60,625.51 | 63,206.54 |
| Marks Road..... | 1,004.70 | 25,313.26 | 26,317.96 |
| Shebandowan Road..... | 241.61 | 28,536.65 | 28,778.26 |
| Devon Road..... | 404.09 | 21,728.26 | 22,132.35 |
| Beardmore-Leitch..... | 3,633.70 | 2,370.15 | 6,003.85 |
| Hydro Road Extension..... | 4,475.86 | 10,096.02 | 14,571.88 |
| Silver Islet Road..... | 1,815.84 | 12,496.49 | 14,312.33 |
| Dog Lake Road..... | 1,899.43 | 36,153.34 | 38,052.77 |
| Kenogamisis Road-Hardrock..... | | 888.02 | 888.02 |
| Hurkett Cut-Off..... | | 1,447.77 | 1,447.77 |
| Savant Lake-Pickle Crow, Survey..... | 245.12 | | 245.12 |
| Savant Lake-Rat Rapids, Survey..... | 8.42 | | 8.42 |
| 46, Pardee Township Road..... | 6,966.93 | | 6,966.93 |
| Mining Road:— | | | |
| Savant Lake-Doghole Bay Road..... | 137,226.22 | | 137,226.22 |
| Unincorporated Township Roads:— | | | |
| Armstrong Township..... | | 255.75 | 255.75 |
| Daley Township..... | | 293.55 | 293.55 |
| Dawson Township..... | 1,991.53 | 2,189.85 | 4,181.38 |
| Devon Township..... | 5,097.30 | 1,817.19 | 6,914.49 |
| Dorion Township..... | 1,800.00 | 1,639.31 | 3,439.31 |
| Forbes Township..... | 2,550.00 | 3,078.33 | 5,628.33 |
| Fowler Township..... | 1,295.81 | 721.63 | 2,017.44 |
| Gault Township..... | 984.50 | 593.07 | 1,577.57 |
| Gorham Township..... | 6,366.43 | 4,620.37 | 10,986.80 |
| Jacques Township..... | 1,532.90 | 699.21 | 2,232.11 |
| Ledger Township..... | | 230.74 | 230.74 |
| Lybster Township..... | 2,400.00 | 8,094.70 | 10,494.70 |
| Lyon Township..... | 1,150.00 | 398.76 | 1,548.76 |
| Marks Township..... | | 345.00 | 345.00 |
| Nakina Township..... | 2,200.00 | 4,951.10 | 7,151.10 |
| Pearson Township..... | 1,968.45 | 3,101.08 | 5,069.53 |
| Scobie Township..... | 1,850.00 | 892.43 | 2,742.43 |
| Sibley Township..... | 1,699.50 | 7,831.96 | 9,531.46 |
| Stirling Township..... | 1,996.51 | 552.34 | 2,548.85 |
| Strange Township..... | 1,400.00 | 5,776.51 | 7,176.51 |
| Upsala Township..... | 1,850.00 | 1,843.24 | 3,693.24 |
| Ware Township..... | 4,900.00 | 4,729.63 | 9,629.63 |
| | \$1,987,592.52 | \$1,106,453.36 | \$3,094,045.88 |
| KENORA:— | | | |
| Highway No. 17..... | \$ 573,074.52 | \$ 399,053.76 | \$ 972,128.28 |
| No. 70..... | | 171,605.68 | 171,605.68 |
| No. 72..... | 16,829.22 | 54,979.07 | 71,808.29 |
| No. 105..... | 36,031.99 | 114,056.67 | 150,088.66 |
| Connecting Link, Town of Kenora..... | | 98.67 | 98.67 |
| Development Roads:— | | | |
| Dymont Road..... | 3,209.18 | 921.17 | 4,130.35 |
| Rice Lake Loop..... | | 11,519.46 | 11,519.46 |
| Richon Road..... | 13,806.09 | 16,365.77 | 30,171.86 |
| Iron-Rugby Road..... | 1,322.52 | 4,161.82 | 5,484.34 |
| South Aubrey Road..... | | 11,913.45 | 11,913.45 |
| East Mellick Road..... | 206.27 | 19,903.72 | 20,109.99 |
| Rabbin Lake Road..... | 10.66 | 1,067.45 | 1,078.11 |
| Riddell Road..... | 8,137.45 | 24,137.81 | 32,275.26 |
| Lake Lo Loop Road..... | 117.46 | 33,735.06 | 33,852.52 |
| Highway No. 105-Clay Lake..... | | 4,252.81 | 4,252.81 |
| Highway No. 105-Red Lake Airport..... | 122,393.79 | | 122,393.79 |
| Savant Lake-Rat Rapids, Survey..... | 8.41 | | 8.41 |

| District | Construction | Maintenance | Total |
|--|---------------|---------------|----------------|
| KENORA:—(continued) | | | |
| Savant Lake-Pickle Crow, Survey.... | \$ 245.09 | | \$ 245.09 |
| 48, Mellick Township..... | 10,335.34 | | 10,335.34 |
| Mining Roads:— | | | |
| Newland Mine Road..... | | \$ 40.62 | 40.62 |
| Madsen, Starratt-Olson Road..... | 31,997.60 | | 31,997.60 |
| Cochenour Willans Mines Road..... | 778.20 | | 778.20 |
| Unincorporated Township Roads:— | | | |
| Aubrey East Township..... | | 1,410.14 | 1,410.14 |
| Boys Township..... | | 388.51 | 388.51 |
| Britton Township..... | | 13,452.55 | 13,452.55 |
| Devonshire Township..... | | 600.00 | 600.00 |
| Drayton Township..... | | 67.03 | 67.03 |
| Drayton Reserve Township..... | | 302.00 | 302.00 |
| Eton Township..... | | 1,623.78 | 1,623.78 |
| Godson Township..... | | 375.00 | 375.00 |
| Kirkup Township..... | | 139.62 | 139.62 |
| Melgund Township..... | | 2,065.34 | 2,065.34 |
| Mutrie Township..... | | 2,129.51 | 2,129.51 |
| Pellatt Township..... | | 3,184.44 | 3,184.44 |
| Redditt Township..... | | 749.52 | 749.52 |
| Rowell Township..... | | 5,958.00 | 5,958.00 |
| Rugby Township..... | | 1,652.18 | 1,652.18 |
| Smellie Township..... | | 33.86 | 33.86 |
| Southworth Township..... | | 3,216.71 | 3,216.71 |
| Vermilion Additional Township..... | | 53.75 | 53.75 |
| Wabigoon, Redvers Townships..... | | 1,674.00 | 1,674.00 |
| Wainwright Township..... | | 1,952.36 | 1,952.36 |
| Zealand Township..... | | 6,012.53 | 6,012.53 |
| South of Melgund Township (Unsurveyed)..... | | 569.00 | 569.00 |
| South of Pellatt Township (Unsurveyed)..... | | 2,016.99 | 2,016.99 |
| North of Wachepe Township (Unsurveyed)..... | | 2.75 | 2.75 |
| | \$ 818,503.79 | \$ 917,442.56 | \$1,735,946.35 |
| RAINY RIVER:— | | | |
| Highway No. 70..... | \$ 241,175.49 | \$ 101,687.92 | \$ 342,863.41 |
| “ No. 70-A..... | | 9,990.99 | 9,990.99 |
| “ No. 71..... | 29,303.88 | 92,131.21 | 121,435.09 |
| Miscellaneous Surveys..... | 4,213.94 | | 4,213.94 |
| Development Roads:— | | | |
| Crozier Road..... | | 15,276.74 | 15,276.74 |
| Devlin Road..... | 14.93 | 35,704.21 | 35,719.14 |
| Clearwater Lake..... | | 6,499.54 | 6,499.54 |
| Stratton Road..... | | 9,096.15 | 9,096.15 |
| Arbor Vitae Road..... | 54.74 | 25,093.50 | 25,148.24 |
| Sleeman Road from Sleeman- Morrison..... | 13,167.08 | 44,564.82 | 57,731.90 |
| Spohn-Deerlock Road from Rainy River..... | | | |
| Black Hawk..... | 12.42 | 34,763.88 | 34,776.30 |
| River Road..... | 201.97 | 54,663.76 | 54,865.73 |
| Nelles Township, Survey..... | 530.52 | | 530.52 |
| 47, Kingsford Improvement District..... | 17,627.67 | | 17,627.67 |
| Unincorporated Township Roads:— | | | |
| Dance Township..... | | 659.17 | 659.17 |
| Dewart Township..... | | 1,762.54 | 1,762.54 |
| Miscampbell Township..... | | 1,439.73 | 1,439.73 |
| Nelles Township..... | | 2,982.29 | 2,982.29 |
| Sifton Township..... | | 1,678.28 | 1,678.28 |
| Spohn Township..... | | 693.28 | 693.28 |
| Sutherland Township..... | | 807.44 | 807.44 |
| Wine Centre Community (Unsurveyed)..... | | 300.00 | 300.00 |

| District | Construction | Maintenance | Total |
|--|-----------------|-----------------|-----------------|
| RAINY RIVER (continued) | | | |
| North-East of Potts Township (Unsurveyed)..... | | \$ 641.90 | \$ 641.90 |
| Indian Reserve No. 17-A..... | \$ 5,000.00 | | 5,000.00 |
| | \$ 311,302.64 | \$ 440,437.35 | \$ 751,739.99 |
| Stock (Materials, etc.)*..... | | \$ 122,534.32 | \$ 122,534.32 |
| Lands and Buildings..... | \$ 145,947.40 | 189,213.42 | 335,160.82 |
| Weigh Scales..... | 17,163.67 | 8,751.69 | 25,915.36 |
| Road Equipment, etc..... | | 1,213,079.88 | 1,213,079.88 |
| Division Office Expenses and General Engineering..... | 254,705.07 | 976,365.16 | 1,231,070.23 |
| Traffic Census..... | | 26,691.24 | 26,691.24 |
| Forestry..... | | 71,529.40 | 71,529.40 |
| Net General Expenses.....Cr. | 519,489.87 | 1,196,759.57 | 677,269.70 |
| | \$24,348,742.37 | \$25,093,820.89 | \$49,442,563.26 |

*Inventories, March 31st, 1950.....\$2,817,571.61

Inventories, March 31st, 1949.....\$2,695,037.29

Increase.....\$ 122,534.32

APPENDIX No. 2
DEPARTMENT EXPENDITURE BY ROADS, ETC.
April 1st, 1949 to March 31st, 1950

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|---|---------|---------------|-----------------|-----------------|
| 2 | Windsor-Quebec Boundary... | 542.2 | \$ 177,988.69 | \$ 2,289,018.32 | \$ 2,467,007.01 |
| 2A | Highland Creek-Oshawa..... | 17.7 | 63,572.95 | 118,492.50 | 182,065.45 |
| 2B | Highway No. 2, Howard Avenue-Highway No. 3, Dougall Avenue..... | 5.89 | | 3,133.11 | 3,133.11 |
| 2S | Gananoque-Junction Highway No. 2..... | 25.6 | 48.90 | 114,127.54 | 114,176.44 |
| 3 | Windsor-Fort Erie..... | 260.0 | 57,819.69 | 295,647.72 | 353,467.41 |
| 3A | Chambers Corners-Niagara Falls..... | 24.8 | 1,960.67 | 19,861.29 | 21,821.96 |
| 3B | Junction Highway No. 3-Windsor..... | 6.0 | | | |
| 3C | Ridgeway-Fort Erie..... | 7.5 | 150.00 | 9,626.39 | 9,776.39 |
| 4 | Port Stanley-Flesherton..... | 155.5 | 5,271.98 | 163,838.77 | 169,110.75 |
| 5 | Toronto-Paris (Via Dundas Street)..... | 65.6 | 316,048.04 | 233,788.68 | 549,836.72 |
| 5A | Toronto-Highway No. 2 (Via Danforth Avenue)..... | 8.4 | 238,942.34 | 16,365.13 | 255,307.47 |
| 6 | Port Dover-Tobermory..... | 225.1 | 78,466.94 | 488,671.62 | 567,138.56 |
| 7 | Sarnia-Ottawa..... | 461.6 | 579,486.44 | 816,727.95 | 1,396,214.39 |
| 7A | Manchester-Peterborough..... | 42.0 | 2,338.63 | 47,738.28 | 50,076.91 |
| 8 | Niagara Falls-Goderich..... | 155.7 | 17,043.05 | 309,567.04 | 326,610.09 |
| 8A | St. Davids-Queenston..... | 2.6 | | 3,590.08 | 3,590.08 |
| 9 | Schomberg-Kincardine..... | 112.8 | 4,274.69 | 204,099.42 | 208,374.11 |
| 10 | Port Credit-Owen Sound..... | 105.0 | 91,757.93 | 149,547.51 | 241,305.44 |
| 11 | Toronto-Nipigon..... | 868.7 | 1,797,537.95 | 1,578,829.23 | 3,376,367.18 |
| 11A | Toronto-Highway No. 11 (Via Avenue Road)..... | 8.3 | 2,835.47 | | 2,835.47 |
| 12 | Whitby-Midland and Penetang..... | 99.1 | 215,961.73 | 174,801.87 | 390,763.60 |
| 14 | Pictou-Marmora..... | 51.4 | 2,170.26 | 37,671.96 | 39,842.22 |
| 15 | Ottawa-Kingston..... | 131.0 | 161,498.74 | 200,793.92 | 362,292.66 |
| 16 | Ottawa-Johnstown Corners..... | 58.9 | 12,280.72 | 86,575.24 | 98,855.96 |
| 17 | Quebec Boundary-Montreal River and Terrace Bay-Manitoba Boundary..... | 1,145.7 | 6,296,568.41 | 2,453,704.86 | 8,750,273.27 |
| 17A | Port Arthur-Highway No. 17..... | 21.0 | 641.92 | 47,869.77 | 48,511.69 |
| 18 | Leamington-Windsor..... | 49.0 | 722.62 | 313,287.15 | 314,009.77 |
| 18A | Kingsville-Highway No. 18..... | 20.0 | 6.94 | 99,186.88 | 99,193.82 |
| 18B | Ruthven-Highway No. 18..... | 1.0 | | 1,876.53 | 1,876.53 |
| 19 | Port Burwell-Tralee..... | 92.2 | 8,534.09 | 113,447.69 | 121,981.78 |
| 20 | Niagara Falls-Burlington..... | 53.3 | 1,773.27 | 89,683.22 | 91,456.49 |
| 20A | Junction Highway No. 20-Hamilton Limits..... | | | 11,909.08 | 11,909.08 |
| 21 | Morpeth-Owen Sound..... | 207.0 | 214,144.99 | 217,146.22 | 431,291.21 |
| 22 | London-Sarnia..... | 61.5 | 6,804.06 | 221,470.77 | 228,274.83 |
| 23 | London-Arthur..... | 86.3 | 378,321.08 | 123,209.78 | 501,530.86 |
| 24 | Port Dover-Collingwood..... | 143.4 | 440,940.59 | 206,330.04 | 647,270.63 |
| 24A | Paris-Galt..... | 13.1 | 249.32 | 22,689.72 | 22,939.04 |
| 25 | Queen Elizabeth Way-Acton..... | 27.3 | 301,814.78 | 36,149.57 | 337,964.35 |
| 26 | Barrie-Owen Sound..... | 74.6 | 80,265.95 | 136,952.41 | 217,218.36 |
| 27 | Long Branch-Penetang-Midland..... | 91.8 | 441,810.72 | 206,394.23 | 648,204.95 |
| 28 | Port Hope-Bancroft..... | 95.9 | 41,137.64 | 227,015.27 | 268,152.91 |
| 29 | Breckville-Arnprior..... | 76.4 | 255,742.80 | 131,232.36 | 386,975.25 |
| 30 | Brighton-Havelock..... | 32.6 | 8,041.22 | 34,893.15 | 42,943.37 |
| 31 | Morrisburg-Ottawa..... | 48.4 | 141,583.69 | 84,807.65 | 226,391.34 |
| 32 | Gananoque-Smiths Falls..... | 47.9 | | 15,168.64 | 15,168.64 |
| 33 | Trenton-Marmora-Kingston..... | 101.3 | 19,537.71 | 136,375.23 | 155,912.94 |
| 34 | Lancaster-Hawkesbury..... | 38.1 | 321,758.94 | 32,045.48 | 353,804.42 |

APPENDIX No. 2

DEPARTMENT EXPENDITURE BY ROADS, ETC.

April 1st, 1949 to March 31st, 1950

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|--|---------|---------------|---------------|---------------|
| 35 | Newcastle-Huntsville..... | 144.2 | \$ 219,813.39 | \$ 166,501.94 | \$ 386,315.33 |
| 36 | Lindsay-Burleigh Falls..... | 47.5 | 353.60 | 81,174.64 | 81,528.24 |
| 37 | Belleville-Actinolite..... | 29.3 | 34,467.46 | 62,988.14 | 97,455.60 |
| 38 | Kingston-Sharbot Lake..... | 47.1 | 6,000.55 | 80,766.48 | 86,767.03 |
| 39 | Windsor-Belle River..... | 21.5 | 104.48 | 10,009.78 | 10,114.26 |
| 40 | Sarnia-Chatham..... | 50.1 | 2,101.42 | 39,540.44 | 41,641.86 |
| 41 | Picton-Golden Lake..... | 140.6 | 55,550.58 | 343,093.03 | 398,643.61 |
| 42 | Brockville-Westport..... | 43.0 | 11.45 | 221,583.15 | 221,594.60 |
| 43 | Alexandria-Winchester..... | 40.4 | 16,733.13 | 83,305.67 | 100,038.80 |
| 44 | Almonte-Carp..... | 14.0 | 9,591.01 | 13,827.94 | 23,418.95 |
| 45 | Cobourg-Norwood..... | 33.0 | 176,964.92 | 66,473.44 | 243,438.36 |
| 46 | Highway No. 7-Coboconk (Via Kirkfield)..... | 34.0 | 6,637.40 | 44,468.38 | 51,105.78 |
| 47 | Highway No. 12-Stouffville..... | 19.0 | 2,311.04 | 47,584.83 | 49,895.87 |
| 48 | Port Bolster-Beaverton..... | 6.0 | 1,000.00 | 3,643.13 | 4,643.13 |
| 49 | Kleinburg-Highway No. 50..... | 3.5 | | 3,584.36 | 3,584.36 |
| 50 | Highway No. 7-Highway No. 9 (Via Bolton)..... | 18.0 | 136,085.59 | 26,025.64 | 162,111.23 |
| 51 | Highway No. 24-Caledon (Highway No. 10)..... | 2.5 | | 4,797.93 | 4,797.93 |
| 52 | Wentworth County Line- (Highway No. 2)..... | 18.5 | 444.80 | 18,496.75 | 18,941.55 |
| 53 | Woodstock-Highway No. 20 (Via Brantford)..... | 53.7 | 58,862.71 | 52,067.13 | 110,929.84 |
| 54 | Cainsville-Cayuga..... | 27.0 | 88,464.95 | 46,616.82 | 135,081.77 |
| 55 | Highway No. 53-Hamilton..... | 4.0 | 686.89 | 4,754.93 | 5,441.82 |
| 56 | Junction Highway No. 53 and 20-Canfield..... | 15.5 | 88.95 | 11,876.42 | 11,965.37 |
| 57 | Bismark-Highway No. 3A..... | 9.0 | 257,223.70 | 13,152.20 | 270,375.90 |
| 58 | St. Catharines-Port Colborne..... | 24.0 | 2,022.26 | 29,010.52 | 31,032.78 |
| 59 | Woodstock-Delhi..... | 26.5 | 642.27 | 25,179.09 | 25,821.36 |
| 60 | Huntsville-Golden Lake..... | 123.2 | 89,480.22 | 164,824.16 | 254,304.38 |
| 61 | Fort William-United States Boundary..... | 40.0 | 309,708.47 | 35,815.05 | 345,523.52 |
| 62 | Madoc-Pembroke..... | 92.2 | 460,984.78 | 396,175.66 | 857,160.44 |
| 63 | North Bay-Timiskaming..... | 41.0 | 74,366.84 | 90,401.07 | 137,767.91 |
| 64 | Sturgeon Falls-Martin River..... | 34.6 | 6,858.68 | 93,259.02 | 100,117.70 |
| 65 | New Liskeard-Matachewan..... | 66.7 | 31,731.78 | 175,371.72 | 207,103.50 |
| 66 | Swastika-Quebec Boundary..... | 33.7 | 29,106.48 | 51,164.44 | 80,270.92 |
| 67 | Iroquois Falls-Timmins..... | 43.6 | 5,753.69 | 61,182.79 | 66,936.48 |
| 68 | McKerrow-Little Current..... | 38.0 | 24,347.59 | 146,246.99 | 170,594.58 |
| 69 | Atherly-Britt and Burwash- Sudbury..... | 135.4 | 252,094.15 | 200,113.45 | 452,207.60 |
| 70 | Kenora-Fort Frances..... | 141.5 | 241,175.49 | 273,293.60 | 514,469.09 |
| 70A | Barwick-Highway No. 70..... | 14.0 | | 9,990.99 | 9,990.99 |
| 71 | Port Frances-Rainy River..... | 60.0 | 29,303.88 | 92,131.21 | 121,435.09 |
| 72 | Dinorwic-Sioux Lookout and Hudson..... | 53.0 | 16,829.22 | 54,979.07 | 71,808.29 |
| 73 | Port Bruce-Dorchester Road..... | 23.0 | 202,731.05 | 41,184.44 | 243,915.49 |
| 74 | New Sarum-Nilestown..... | 14.0 | 73,067.62 | 19,890.35 | 92,957.97 |
| 75 | Wallacetown-Dutton..... | 2.5 | | 2,253.98 | 2,253.98 |
| 76 | Eagle-West Lorne..... | 3.3 | | 3,005.31 | 3,005.31 |
| 77 | Aldborough-Rodney..... | 4.0 | | 3,756.66 | 3,756.66 |
| 78 | Wallaceburg-Dresden..... | 10.5 | 5,005.37 | 7,213.41 | 12,218.78 |
| 79 | Highway No. 2-Highway No. 7, Watford..... | 24.9 | 340,215.02 | 26,399.59 | 367,014.61 |
| 80 | Highway No. 2-Alvinston (Via Glencoe)..... | 18.0 | 278.47 | 38,491.84 | 38,773.31 |
| 81 | Delaware-Grand Bend..... | 11.0 | 321,384.49 | 59,122.45 | 380,506.94 |
| 82 | Highway No. 7-Port Franks..... | 7.0 | | 4,107.14 | 4,107.14 |

APPENDIX No. 2
DEPARTMENT EXPENDITURE BY ROADS, ETC.

April 1st, 1949 to March 31st, 1950

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|--|---------|--------------|--------------|--------------|
| 83 | Highway No. 21-Highway No. 23 (Via Dashwood)... | \$ 24.0 | \$ 3,212.12 | \$ 39,406.16 | \$ 42,618.28 |
| 84 | St. Joseph-Hensall (Via Zurich)..... | 10.5 | 1,935.26 | 17,292.13 | 19,227.39 |
| 85 | Kitchener-Elmira..... | 12.0 | 14,331.09 | 12,128.74 | 26,459.83 |
| 86 | Amberley-Highway No. 7..... | 79.0 | 234,590.73 | 155,834.42 | 390,425.15 |
| 87 | Bluevale-Harriston..... | 19.5 | 117,429.14 | 24,736.59 | 142,165.73 |
| 88 | Bond Head-Bradford..... | 6.0 | 4.46 | 9,997.71 | 10,002.17 |
| 89 | Primrose-Cookstown..... | 23.5 | 149,208.47 | 48,915.97 | 198,124.44 |
| 90 | Angus-Allandale..... | 11.0 | 32.14 | 18,201.18 | 18,233.32 |
| 91 | Duntrool-Stayner..... | 5.2 | ..... | 12,969.59 | 12,969.59 |
| 92 | Elmvale-Wasaga Beach..... | 9.0 | 2.06 | 12,568.72 | 12,570.78 |
| 93 | Crown Hill-Waverley..... | 17.5 | 6,417.60 | 36,006.36 | 42,423.96 |
| 94 | Callander-Highway No. 17... | 6.5 | 164.60 | 17,878.11 | 18,042.71 |
| 95 | Wolfe Island North and South Road..... | 7.0 | 25.90 | 9,554.42 | 9,580.32 |
| 96 | Wolfe Island East and West Road..... | 20.0 | 2,001.72 | 27,269.50 | 29,271.22 |
| 97 | Hickson-Freelton..... | 44.5 | 148,673.32 | 78,042.64 | 226,715.96 |
| 98 | Windsor-Blenheim..... | 58.7 | 282,386.19 | 41,289.72 | 323,675.91 |
| 98A | Six Corners Highway No. 98-Maidstone Highway No. 3..... | 1.1 | ..... | 935.27 | 935.27 |
| 99 | Dundas-Junction of Highways No. 5 and No. 24..... | 16.5 | 582.54 | 25,830.88 | 26,413.42 |
| 100 | Thamesford-Highway No. 7..... | 16.0 | 11,631.32 | 26,827.86 | 38,459.18 |
| 101 | Highway No. 67-Garrison Creek..... | 57.0 | 85,019.16 | 139,822.12 | 224,841.28 |
| 102 | Junction Highway No. 2-Dundas..... | 2.2 | ..... | 5,687.54 | 5,687.54 |
| 103 | Waubauskene-Port Severn... | 6.4 | 4,599.00 | 13,787.95 | 18,386.95 |
| 104 | Highway No. 9-Grand Valley Highway No. 17-Red Lake... | 1.76 | ..... | 2,573.48 | 2,573.48 |
| 105 | Queen Elizabeth Way..... | 111.9 | 36,031.99 | 114,056.67 | 150,088.66 |
| | Welland-Humberstone, New Road..... | 97.3 | 536,794.55 | 390,935.61 | 927,730.16 |
| | Old Queen Street..... | ..... | 1,337.61 | ..... | 1,337.61 |
| | Toronto-Barrie, Controlled Access Highway..... | ..... | 16,991.90 | 4,329.92 | 21,321.82 |
| | Barrie By-Pass, Controlled Access Highway..... | ..... | 896,919.38 | ..... | 896,919.38 |
| | St. Thomas East Entrance..... | ..... | 21,099.40 | ..... | 21,099.40 |
| | Pelee Island..... | ..... | ..... | 1,584.56 | 1,584.56 |
| | Arkona Westerly 2.0 Miles and Warwick Cut-Off to Highway No. 21..... | ..... | ..... | 2,136.47 | 2,136.47 |
| | Prescott By-Pass, Four-Lane Highway..... | ..... | 91,413.53 | ..... | 91,413.53 |
| | Toronto By-Pass, Controlled Access Highway..... | ..... | 2,605.18 | 2,303.30 | 4,908.48 |
| | Proposed Four-Lane Highway, North of Kingston, Survey..... | ..... | 374,191.21 | ..... | 374,191.21 |
| | Proposed Highway, Cataraqui Easterly, Survey..... | ..... | 295.17 | ..... | 295.17 |
| | Kingston By-Pass, Survey, Abandoned..... | ..... | 26.62 | ..... | 26.62 |
| | Proposed Highway, Barrie-Waubauskene, Survey..... | ..... | 16.88 | ..... | 16.88 |
| | Proposed Highway, Toronto-Windsor, Survey..... | ..... | 15.66 | ..... | 15.66 |
| | Proposed Highway, Port Severn-Parry Sound, Survey..... | ..... | 1,748.54 | ..... | 1,748.54 |
|  |  | ..... | 146.36 | ..... | 146.36 |

APPENDIX No. 2
DEPARTMENT EXPENDITURE BY ROADS, ETC.
April 1st, 1949 to March 31st, 1950

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|---|---|---------|-----------------|-----------------|-----------------|
| | Proposed Highway, Hooverville-Hinkler Lake, Survey | | \$ 10,380.98 | | \$ 10,380.98 |
| | Toronto, North-West Entrance, Survey | | 676.04 | | 676.04 |
| | Eglinton Avenue, Survey | | 7.90 | | 7.90 |
| | Queensway, Survey | | 887.46 | | 887.46 |
| | Intersection, Highway No. 7 and Highway No. 41, Survey | | 485.67 | | 485.67 |
| | New Location, Craighurst-Waubushene, Survey | | 182.14 | | 182.14 |
| | New Location, Highway No. 11-By-Passing Orillia, Survey | | 1,616.38 | | 1,616.38 |
| | New Location, Pontypool-Peterborough, Survey | | 8,617.50 | | 8,617.50 |
| | New Location, Bowmanville-Peterborough, Survey | | 116.84 | | 116.84 |
| | New Location, Bowmanville-Orono, Survey | | 362.61 | | 362.61 |
| | New Location, Newcastle-Orono, Survey | | 2,334.56 | | 2,334.56 |
| | New Location, Crown Hill-Coldwater, Survey | | 765.71 | | 765.71 |
| | New Location, Crown Hill-Waubushene, Survey | | 1,561.93 | | 1,561.93 |
| | Miscellaneous Surveys | | 6,330.66 | | 6,330.66 |
| | Sidewalk Construction, Village of Carp | | 225.95 | | 225.95 |
| | Sidewalk Construction, Village of Osgoode | | 427.43 | | 427.43 |
| | Sidewalk Construction, Village of Seeley's Bay | | 244.00 | | 244.00 |
| | Sidewalk Construction, Hamlet of Lyndhurst | | 103.87 | | 103.87 |
| | Sidewalk Construction, Village of Warkworth | | 292.79 | | 292.79 |
| | Sidewalk Construction, Village of Embrun | | 5,099.41 | | 5,099.41 |
| | Sidewalk Construction, Village of Plantagenet | | 435.91 | | 435.91 |
| | Sidewalk Construction, Village of St. Pascal Baylon | | 1,306.78 | | 1,306.78 |
| | Sidewalk Construction, Village of Avonmore | | 316.36 | | 316.36 |
| | Sidewalk Construction, Village of Moose Creek | | 845.10 | | 845.10 |
| | Sidewalk Construction, Village of South Mountain | | 527.54 | | 527.54 |
| | Sidewalk Construction, Village of Mactier | | 397.25 | | 397.25 |
| | Sidewalk Construction, Village of South River | | 153.56 | | 153.56 |
| TOTAL KING'S HIGHWAYS, ETC. | | | \$19,438,038.61 | \$17,169,593.33 | \$36,607,631.94 |
| Total Connecting Links | | | 53,386.28 | 150,358.35 | 203,744.63 |
| Total Development Roads | | | 2,515,152.85 | 3,585,396.30 | 5,100,549.15 |
| Total Development Roads Part 1VB (H.I.A.) | | | 2,297,749.31 | 55,294.56 | 2,353,043.87 |
| Total Unincorporated Townships | | | 115,789.05 | 528,251.67 | 644,040.72 |

APPENDIX No 2
DEPARTMENT EXPENDITURE BY ROADS, ETC.
April 1st, 1949 to March 31st, 1950

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|----------------|--|---------|-----------------|-----------------|-----------------|
| | Stock (materials, etc.)*..... | | | \$ 122,534.32 | \$ 122,534.32 |
| | Lands and Buildings..... | | \$ 145,947.40 | 189,213.42 | 335,160.82 |
| | Weigh Scales..... | | 17,163.67 | 8,751.69 | 25,915.36 |
| | Road Equipment, etc..... | | | 1,213,079.88 | 1,213,079.88 |
| | Division Office Expenses and General Engineering..... | | 254,705.07 | 976,365.16 | 1,231,070.23 |
| | Traffic Census..... | | | 26,691.24 | 26,691.24 |
| | Forestry..... | | | 71,529.40 | 71,529.40 |
| | Net General Expenses.... Cr. | | 519,489.87 | 1,196,759.57 | 677,269.70 |
| | | | \$24,348,742.37 | \$25,093,820.89 | \$49,442,563.26 |

*Inventories March 31st, 1950.....\$2,817,571.61

Inventories March 31st, 1949.....\$2,695,037.29

Increase.....\$ 122,534.32

APPENDIX No. 3

SCHEDULE OF ASSUMPTIONS AND REVERSIONS OF SECTIONS OF THE KING'S
HIGHWAY SYSTEM FOR THE FISCAL YEAR ENDING MARCH 31st, 1950.

| Assumptions | | | |
|-----------------------|-------------------------|-----------------|-------|
| DISTRICT OR COUNTY | LOCATION OF ROAD | DATE ASSUMED | MILES |
| Muskoka..... | Gravenhurst Bypass..... | Sept. 7, 1949 | 1.90 |
| Peel..... | Palgrave..... | Dec. 14, 1949 | 0.66 |
| Waterloo..... | Kitchener Easterly..... | Mar. 15, 1950 | 1.00 |

Assumed by Land Plan

| | | |
|-------------------|---|------|
| Durham..... | Clarke and Hope Townships..... | 1.17 |
| Durham..... | Clarke Township..... | 2.40 |
| Essex..... | Anderdon Township..... | 0.28 |
| Oxford..... | Oxford East Township..... | 0.16 |
| Peterborough..... | Asphodel Township..... | 0.21 |
| Perth..... | North and South Easthope Townships..... | 0.16 |
| Wentworth..... | Saltfleet Township..... | 0.20 |

8.14

Reversions

| | | | |
|-------------------|---|---------------|------|
| Durham..... | Clarke and Hope Townships..... | June 27, 1949 | 1.33 |
| Durham..... | Clarke Township..... | Jan. 16, 1950 | 3.10 |
| Essex..... | Anderdon Township..... | Aug. 29, 1949 | 0.32 |
| Kent..... | Chatham City..... | June 27, 1949 | 0.60 |
| Oxford..... | Oxford East Township..... | July 14, 1949 | 0.21 |
| Parry Sound..... | Parry Sound Town..... | Mar. 20, 1950 | 0.20 |
| Peel..... | Palgrave..... | Nov. 12, 1949 | 0.50 |
| Perth..... | North and South Easthope Townships..... | Mar. 21, 1949 | 0.18 |
| Peterborough..... | Asphodel Township..... | Oct. 31, 1949 | 0.24 |
| Rainy River..... | Fort Frances Town..... | Mar. 21, 1949 | 1.60 |
| Wentworth..... | Hamilton City..... | July 18, 1949 | 1.20 |
| Wentworth..... | Saltfleet Township..... | June 27, 1949 | 0.20 |
| Wentworth..... | Hamilton City..... | Oct. 17, 1949 | 0.70 |
| Wentworth..... | Hamilton City..... | Oct. 17, 1949 | 0.30 |

10.68

APPENDIX

BRIDGES COMPLETED

| Name | Type | Span | Road |
|--|---|-----------------------|--|
| Antoine Creek | Concrete Arch | 60' | Mattawa-LaCave |
| Amberley Bridge | Concrete Arch | 24' | Hwy 86, E. of Amberley |
| Armstrong Bridge | Cresoted Timber | 1 @ 15', 2 @ 7'-6" | Highway 21 |
| Ausable River | Steel Through Truss | 80' | Exeter-Dashwood |
| Bannerman Creek | Timber Cribs | 2 @ 16', 2 @ 9' | Cartier-Benny |
| Bass Creek | Bailey Br.—Triple single with deck on top | 60' | Nipigon |
| Bayfield Bridge | Steel Deck Truss | 2 @ 100' | Village of Bayfield |
| Black Creek | Concrete Rigid Frame | 40' | Highway 21 |
| Black River | Bailey Bridge | 1 @ 120', 2 @ 60' | Lovering-Severn Falls-Dev. Road |
| Black River | Pile Timber Truss | 1 @ 45', 5 @ 15' | Matheson-Quebec Border |
| Black River | Pile Timber Truss | 1 @ 45', 5 @ 15' | Highway 101 |
| Buskawau River | Steel Through Truss | 1 @ 30', 1 @ 60' | Organized Twp. Road |
| Ryers Creek | Steel Truss | 56'-4" | Organized Twp. Road |
| Cameron Lake | Steel Beams | 45'-4" | Statute Labour Road |
| Cedar Creek | Cresoted Timber Pile | 4 @ 15' | Secondary Rd. 206 |
| Chartrand Creek | Pile Timber Deck | 2 @ 15' | Lindsay-Coboconk |
| Chartrand Creek | Pile Timber Deck | 2 @ 15' | Highway 35 |
| Chartrand Creek | Pile Timber Deck | 2 @ 15' | Township Road |
| Chartrand Culvert | Concrete Barrel Arch | 24' | Porquis-Cochrane |
| Coo Coo Creek | Timber | 6 @ 15' | Highway 11 |
| Coo Coo Creek | Timber | 4 @ 15' | Porquis-Cochrane, Hwy. 11 |
| Deacon Bridge | Timber Pile Bents | 4 @ 15' | Porquis-Cochrane, Hwy. 11 |
| Deadman's Creek | Timber Pile Bents | 2 @ 12'-6", 1 @ 20' | Hearst-Coppell Sec. Rd. |
| Deer Creek | Concrete Rigid Frame (Culvert Type) | 24' | Hearst-Coppell Sec. Rd. |
| Devitt Township | Pile and Timber Deck | 3 @ 15', 1 @ 10' | Killaloe-Golden Lake |
| Eighteen Mile Creek | Concrete Rigid Frame | 60' | Highway 60 |
| Elk Lake Bridge | Steel Beams on Timber Pile Bents | 16 @ 20' | Chapleau-Thessalon, Mile 35 |
| Flat Creek | Concrete Rigid Frame | 40' | Bancroft-Madoc, Hwy. 62 |
| Frederickhouse River | Steel Deck Truss | 2 @ 68', 3 @ 102'-10" | Village of Madoc |
| Gwillimbury Twp. Underpass (Structure "F") | Composite Con. Rigid Frame | 108' | Statute Labour Road |
| Heights Creek | Concrete Beam and Slab | 30' | Amberley-Lucknow, Highway 86 |
| Hales Creek | Conc. Rigid Frame Ext. | 35' | New Liskeard-Matchewan |
| Hamilton Creek | Pile Timber Deck | 2 @ 15' | Highway 65 |
| Hare's Creek | Timber Pile Bents | 2 @ 14' | Russelldale-Exeter |
| Indian Creek | Concrete Arch | 60' | Highway 83 |
| Innisfil Twp. Overpass (Structure "O") | Concrete Rigid Frame | 48'-0 3/4" | Cochrane-Kapuskasing |
| Jack Craie's Bridge | Native Timber Trestle | 5 @ 15' | Highway 11 |
| John Kern's Bridge (Wabi Creek) | Timber Truss | 1 @ 45', 2 @ 16' | Toronto-Barrie Hwy. at Cookstown Road |
| Little Grassy River | Cresoted Timber | 1 @ 15', 2 @ 7'-6" | Wellington-Bloomfield, Highway 33 |
| Little Jocko River | Concrete Rigid Frame | 60' | North Bay-Pembroke, Highway 17 |
| Little Whitefish River | Cresoted Timber | 3 @ 16' | Hwy. 11, Kapuskasing-Hearst |
| Maggot River | Bailey Bridge (Double-Single) | 60' | Mindemoya-Mindemoya Sec. Road-Lake |
| Mattawa River | Steel Through Truss | 2 @ 108'-0" | Hwy. 29, Carleton Place to Arnprior |
| Mattawishkvia River | Bailey Bridge (Double Single) | 1 @ 70', 1 @ 120' | Toronto-Barrie Highway, Thornton-Alcona |
| Mississagi River (Iron Bridge) | Steel Beam | 3 @ 84', 2 @ 70'0" | Organized Twp. Road |
| Mississagi River (Tunnel Development) | Steel Beam | 2 @ 84', 2 @ 66' | Organized Twp. Road |
| Muskoka River | Conc. Rigid Frame Girder | 1 @ 75' | North Bay-Timiskaming |
| Nortawa Bridge (Pretty River) | Concrete Rigid Frame | 60' | Highway 63 |
| Orangeville Bridge (Credit River) | Std. Conc. Culvert Ext. | 22'-6" | Silver Mt.-Devon Twp. Secondary Road |
| Oxtongue River | Steel Beams on Timber Pile Bents | 7 @ 20' | Nipigon-Schreiber, Highway 17 |
| Petawawa River | Bailey Bridge | 2 @ 80', 2 @ 70' | Mattawa-LaCave (Village of Mattawa) |
| Robin Bridge (Salmon River) | Concrete Arch | 80' | Statute Labour Road |
| | | | Blind River-Sault Ste. Marie, Highway 17 |
| | | | Thessalon-Chapleau |
| | | | Secondary Road |
| | | | Duntroon-Collingwood, Highway 24 |
| | | | Caledon-Orangeville, Highway 24 |
| | | | Huntsville-Otawa, Highway 60 |
| | | | Forestry Park Road |
| | | | Napanee-Kidadar, Highway 41 |

No. 4

DURING 1949

| Township | Lot | Con. | County or District | Div. |
|-------------------------|----------------|-----------------|-------------------------|-------|
| Mattawan..... | 38..... | V..... | Nipissing..... | 13 |
| Ashfield..... | 59..... | I..... | Huron..... | 3 |
| Mather..... | 2 and 3..... | I..... | Rainy River..... | 20 |
| Stephen & Hay..... | 9..... | V..... | Huron..... | 3 |
| Moncrieff..... | 4..... | VI..... | Sudbury..... | 17 |
| Nipigon..... | 12..... | IV..... | Thunder Bay..... | 19 |
| Goderich & Stanley..... | ..... | ..... | Huron..... | 3 |
| Matchedash..... | 12..... | III..... | Simcoe..... | 6 |
| ..... | 4 and 5..... | I..... | Cochrane..... | 14 |
| Benoit..... | 4..... | V..... | Timiskaming..... | 14 |
| Benoit..... | 6..... | III and IV..... | Timiskaming..... | 14 |
| Clute..... | 12 and 13..... | VI..... | Cochrane..... | 16 |
| Hagarty..... | 17..... | XIV..... | Renfrew..... | 10 |
| Fenelon..... | 26..... | VII..... | Victoria..... | 7 |
| O'Connor..... | 4 and 5..... | IV..... | Thunder Bay..... | 19 |
| Newmarket..... | 10..... | VI..... | Cochrane..... | 16 |
| Newmarket..... | 10 and 11..... | VI..... | Cochrane..... | 16 |
| Newmarket..... | 10..... | VI..... | Cochrane..... | 16 |
| Martland..... | 7 and 8..... | III..... | Sudbury..... | 13 |
| Lowther..... | 15..... | XII..... | Cochrane..... | 16 |
| Lowther..... | 16..... | XII..... | Cochrane..... | 16 |
| N. Algoma..... | 27..... | VIII..... | Renfrew..... | 10 |
| 10D..... | ..... | ..... | Sudbury..... | 17 |
| Madoc..... | ..... | ..... | Hastings..... | 10 |
| Devitt..... | 16..... | VI and VII..... | Cochrane..... | 16 |
| Huron & Ashfield..... | 50 and 11..... | I and XIV..... | Bruce & Huron..... | 3 |
| James..... | 5 and 6..... | V..... | Timiskaming..... | 14 |
| Fullarton..... | 32..... | ..... | Perth..... | 3 |
| Clute & Fournier..... | 6..... | VI..... | Cochrane..... | 16 |
| West Gwillimbury..... | 7..... | XV..... | Simcoe..... | 39 |
| Hallowell..... | 13..... | I..... | Prince Edward..... | 7 |
| Pembroke..... | 23..... | ..... | Renfrew..... | 13 |
| Eller..... | 14..... | VI..... | Cochrane..... | 16 |
| Carnavon..... | 19..... | III..... | Manitoulin..... | 17 |
| Pakenham..... | 7..... | VIII..... | Lanark..... | 9 |
| Innisfil..... | 6 and 7..... | VII-VIII..... | Simcoe..... | 39 |
| Hislop..... | 9..... | V..... | Cochrane..... | 14 |
| Kerns & Henwood | ..... | ..... | ..... | ..... |
| Boundary..... | 12..... | III..... | Timiskaming..... | 14 |
| Tovell..... | 8 and 9..... | II..... | Rainy River..... | 20 |
| Jocko..... | ..... | ..... | Nipissing..... | 13 |
| Devon..... | 46..... | IV..... | Thunder Bay..... | 19 |
| Unsurveyed..... | ..... | ..... | Thunder Bay..... | 19 |
| Papineau..... | ..... | ..... | Nipissing..... | 13 |
| Carleton Place..... | 17..... | I..... | ..... | ..... |
| Kendall..... | 17..... | XII..... | Cochrane..... | 16 |
| Gladstone..... | 3..... | II..... | Algoma..... | 18 |
| Wells..... | 5..... | V..... | Algoma..... | 18 |
| Draper & Oakley..... | ..... | ..... | Muskoka..... | 11 |
| Northampton..... | 36..... | VIII..... | Simcoe..... | 8 |
| Mono & Caledon..... | 1..... | IV..... | Dufferin & Peel..... | 5 |
| McClintock..... | 9..... | XIII..... | Haliburton..... | 11 |
| Wylie..... | 25..... | I..... | Renfrew..... | 13 |
| Richmond..... | 22..... | IX..... | Lennox & Addington..... | 8 |

APPENDIX
BRIDGES COMPLETED

| Name | Type | Span | Road |
|-------------------------|---------------------------|----------------------|---------------------------|
| Rossmore Creek..... | Creosoted Timber..... | 2 @ 15'..... | Shebandowan-Kaskabowie. |
| Pearl River..... | Creosote Timber..... | 24'..... | Port Arthur-Nipigon |
| Sligo Hill Bridge..... | Concrete Rigid Frame..... | 30'..... | Brampton-Orangeville, |
| (Credit River) | | | Highway 10 |
| South River..... | Concrete Arch..... | 80'..... | Highway 11 at South River |
| Stul's River..... | Timber Truss..... | 4 @ 15', 1 @ 60'... | Organized Twp. Road |
| Vermilion River... | Steel Beam..... | 2 @ 66', 2 @ 84'... | Sudbury-S. Ste. Marie, |
| | | | Highway 17 |
| Way and Lowther Twps... | Timber Truss..... | 30'..... | Statute Labour Road..... |
| Wasi River..... | Concrete Rigid Frame..... | 50'..... | Lighthouse Beach Rd..... |
| Whitson Creek..... | Steel Beam..... | 46'-9"..... | Secondary Road |
| Winnipeg River..... | Steel Arch..... | 1 @ 230', 4 @ 25'... | Town of Kenora, Hwy. 17. |
| (West Branch) | | | |
| Township 6D..... | Timber Pile Bents..... | 5 @ 15'..... | Chapleau-Thessalon, Mile |
| | | | 58.6 Sta. 3541..... |
| Township 6D..... | Timber Pile Bents..... | 4 @ 15'..... | Chapleau-Thessalon Mile |
| | | | 59.7 Sta. 324..... |
| Township 6D..... | Timber Pile Bents..... | 4 @ 15'..... | Chapleau-Thessalon Mile |
| | | | 60 Sta. 316..... |
| Township 7D..... | Timber Pile Bents..... | 6 @ 15'..... | Chapleau-Thessalon, |
| | | | Mile 57 Sta. 439..... |
| Township 7D..... | Timber Pile Bents..... | 8 @ 15'..... | Chapleau-Thessalon, |
| | | | Mile 56.5 Sta. 463..... |
| Township 7D..... | Timber Pile Bents..... | 4 @ 15'..... | Chapleau-Thessalon, |
| | | | Mile 56.3 Sta. 473..... |
| Township 7D..... | Timber Pile Bents..... | 3 @ 15'..... | Chapleau-Thessalon, |
| | | | Mile 55 Sta. 545..... |
| Township 9D..... | Timber Pile Bents..... | 2 @ 12'-6"..... | Chapleau-Thessalon, |
| | | | Mile 39..... |
| Township 11D..... | Timber Pile Bents..... | 2 @ 12'-6"..... | Chapleau-Thessalon, |
| | | | Mile 29..... |
| Township 11D..... | Timber Pile Bents..... | 2 @ 11'..... | Chapleau-Thessalon, |
| | | | Mile 30..... |

No. 4

DURING 1949

| Township | Lot | Con. | County or Township | Div. |
|-----------------|-----|-----------|--------------------|------|
| Unsurveyed | | | Thunder Bay | 19 |
| McTavish | 6. | III. | Thunder Bay | 19 |
| Caledon | 3. | I. | Peel | 5 |
| Machar | 4. | III. | Parry Sound | 11 |
| Hilliard | 9. | VI. | Timiskaming | 14 |
| Graham | 10. | II. | Sudbury | 17 |
| Way & Lowther | 19. | I-XII. | Cochrane | 16 |
| North Himsworth | 5. | XXIV. | Parry Sound | 13 |
| Blezard | 9. | V and VI. | Sudbury | 17 |
| Jafray | | | Kenora | 20 |
| 6D. | | | Algoma | 17 |
| 6D. | | | Algoma | 17 |
| 6D. | | | Algoma | 17 |
| 7D. | | | Algoma | 17 |
| 7D. | | | Algoma | 17 |
| 7D. | | | Algoma | 17 |
| 7D. | | | Algoma | 17 |
| 9D. | | | Sudbury | 17 |
| 11D. | | | Sudbury | 17 |
| 11D. | | | Sudbury | 17 |

APPENDIX No. 5

GROWTH OF COUNTY ROAD EXPENDITURE AND PROVINCIAL GRANTS

| Year Work was Done | Number of Counties | Approved Expenditure | Government Grants |
|---------------------|-----------------------|-------------------------|----------------------|
| 1903..... | 4 | \$ 166,149.06 | \$ 55,383.02 |
| 1904..... | 7 | 291,085.42 | 97,028.48 |
| 1905..... | 6 | 179,593.62 | 59,864.53 |
| 1906..... | 8 | 247,102.37 | 82,367.45 |
| 1907..... | 14 | 383,518.86 | 127,839.62 |
| 1908..... | 15 | 429,393.57 | 143,131.16 |
| 1909..... | 16 | 440,374.08 | 146,791.36 |
| 1910..... | 17 | 553,312.61 | 184,437.54 |
| 1911..... | 19 | 712,072.52 | 237,357.50 |
| 1912..... | 20 | 898,631.18 | 299,543.69 |
| 1913..... | 20 | 847,684.15 | 282,561.35 |
| 1914..... | 20 | 785,521.93 | 261,840.61 |
| 1915..... | 20 | 811,540.05 | 270,513.34 |
| 1916..... | 21 | 955,447.19 | 327,663.76 |
| 1917..... | 30 | 1,388,341.87 | 483,621.32 |
| 1918..... | 36 | 2,226,899.70 | 815,440.01 |
| 1919..... | 37 | 5,714,937.19 | 2,623,719.24 |
| 1920..... | 37 | 7,956,863.72 | 3,626,418.08 |
| 1921..... | 37 | 11,078,288.39 | 5,119,882.26 |
| 1922..... | 37 | 9,162,491.79 | 4,258,339.83 |
| 1923..... | 37 | 7,403,509.96 | 3,418,523.07 |
| 1924..... | 37 | 6,861,451.62 | 3,214,321.50 |
| 1925..... | 37 | 6,608,431.04 | 3,222,678.10 |
| 1926..... | 37 | 5,838,445.12 | 2,913,660.96 |
| 1927..... | 37 | 7,424,464.85 | 3,706,719.88 |
| 1928..... | 37 | 8,784,420.42 | 4,360,222.86 |
| 1929..... | 37 | 9,212,758.04 | 4,591,110.16 |
| 1930..... | 37 | 8,929,424.27 | 4,463,527.11 |
| 1931..... | 37 | 7,265,350.65 | 3,625,860.66 |
| 1932..... | 37 | 4,214,410.70 | 2,106,457.18 |
| 1933..... | 37 | 3,058,622.91 | 1,529,228.37 |
| 1934..... | 37 | 3,391,768.96 | 1,695,291.35 |
| 1935..... | 37 | 3,107,215.32 | 1,553,273.39 |
| 1936..... | 37 | 3,438,188.53 | 1,718,944.63 |
| 1937..... | 37 | 4,062,753.39 | 2,031,372.49 |
| 1938..... | 37 | 4,686,333.38 | 2,342,971.65 |
| 1939..... | 37 | 4,775,109.01 | 2,387,240.73 |
| 1940..... | 37 | 4,496,702.25 | 2,247,977.06 |
| 1941..... | 37 | 4,805,301.60 | 2,402,650.75 |
| 1942..... | 37 | 3,221,505.02 | 1,610,752.54 |
| 1943..... | 37 | 3,951,745.47 | 1,975,872.73 |
| 1944..... | 37 | 4,675,028.89 | 2,365,507.20 |
| 1945..... | 37 | 5,692,079.85 | 2,898,135.97 |
| 1946..... | 37 | 7,392,946.45 | 3,769,755.43 |
| 1947..... | 37 | 9,597,750.67 | 5,064,601.24 |
| 1948..... | 37 | 11,345,808.93 | 6,176,598.43 |
| 1949..... | 37 | 12,615,251.23 | 6,949,735.96 |
| TOTALS TO DATE..... | | \$212,116,027.80 | \$103,846,735.55 |

APPENDIX No. 6

COUNTY ROAD MILEAGE AND EXPENDITURE

From Inception of County Road Systems to December 31st, 1949, Provincial
Subsidies on 1949 Expenditures Being Paid in the 1949-50 Fiscal Year

| County | Year of Estab- lish- ment of System | ROAD MILEAGES | | | Total Approved Expenditure to end of 1949 | Total Government Grant |
|--|--|-----------------|----------------------------------|----------|---|------------------------------|
| | | County Roads | County Sub- urban Roads | Total | | |
| Brant..... | 1917 | 88.7 | 28.40 | 117.1 | \$ 3,728,530.27 | \$ 1,865,435.76 |
| Bruce..... | 1917 | 289.3 | | 289.3 | 5,529,339.87 | 2,796,487.82 |
| Carleton..... | 1910 | 141.0 | 99.00 | 240.0 | 9,877,633.42 | 4,785,328.07 |
| Dufferin..... | 1918 | 162.4 | | 162.4 | 2,269,268.08 | 1,103,611.64 |
| Elgin..... | 1917 | 239.5 | 20.00 | 259.5 | 4,730,408.58 | 2,326,083.21 |
| Essex..... | 1916 | 200.8 | 41.00 | 241.8 | 7,975,236.14 | 3,956,898.82 |
| Frontenac..... | 1907 | 141.1 | 40.70 | 181.8 | 2,628,777.56 | 1,257,393.79 |
| Grey..... | 1918 | 325.4 | 35.00 | 360.4 | 5,915,189.85 | 2,962,869.10 |
| Haldimand..... | 1912 | 156.8 | | 156.8 | 4,800,791.96 | 2,332,166.61 |
| Halton..... | 1907 | 146.1 | | 146.1 | 3,464,441.29 | 1,650,755.26 |
| Hastings..... | 1904 | 274.85 | 5.25 | 280.1 | 4,827,313.24 | 2,297,413.48 |
| Huron..... | 1917 | 386.9 | | 386.9 | 5,292,485.81 | 2,634,174.92 |
| Kent..... | 1917 | 307.75 | 9.75 | 317.5 | 8,994,376.92 | 4,631,832.90 |
| Lambton..... | 1918 | 213.0 | 14.50 | 227.5 | 4,074,072.16 | 2,000,402.03 |
| Lanark..... | 1903 | 224.9 | 6.00 | 230.9 | 4,106,454.01 | 2,005,292.72 |
| Leeds and Grenville.. | 1910 | 292.66 | 20.74 | 313.4 | 5,791,191.36 | 2,769,537.58 |
| Lennox and Addington | 1906 | 162.5 | | 162.5 | 3,780,722.51 | 1,898,742.59 |
| Lincoln..... | 1904 | 157.0 | 15.40 | 172.4 | 6,062,984.54 | 2,808,605.13 |
| Middlesex..... | 1906 | 428.85 | 54.05 | 482.9 | 7,572,406.32 | 3,658,958.98 |
| Norfolk..... | 1917 | 239.6 | | 239.6 | 5,806,311.62 | 2,823,802.52 |
| Northumberland and Durham..... | 1918 | 285.2 | 6.50 | 291.7 | 4,964,705.19 | 2,479,908.04 |
| Ontario..... | 1918 | 217.4 | 16.20 | 233.6 | 3,807,153.24 | 1,893,075.40 |
| Oxford..... | 1904-7 | 201.75 | 10.25 | 212.0 | 5,081,373.81 | 2,381,260.71 |
| Peel..... | 1907 | 136.6 | | 136.6 | 4,194,738.89 | 2,021,131.33 |
| Perth..... | 1907 | 223.3 | 7.50 | 230.8 | 3,266,895.99 | 1,578,102.38 |
| Peterborough..... | 1919 | 137.3 | 69.00 | 206.3 | 2,670,715.44 | 1,408,164.44 |
| Prescott and Russell.. | 1917 | 306.5 | | 306.5 | 6,711,424.61 | 3,171,643.82 |
| Prince Edward..... | 1907 | 175.7 | | 175.7 | 3,240,143.37 | 1,553,473.64 |
| Renfrew..... | 1918 | 226.3 | | 226.3 | 4,765,252.48 | 2,348,811.09 |
| Simcoe..... | 1903 | 259.5 | | 259.5 | 6,215,132.97 | 2,991,218.40 |
| Stormont, Dundas and Glengarry..... | 1917 | 433.3 | 30.00 | 463.3 | 8,646,469.40 | 4,281,101.25 |
| Victoria..... | 1917 | 221.6 | | 221.6 | 3,969,898.02 | 2,014,439.25 |
| Waterloo..... | 1908 | 155.4 | 60.90 | 216.3 | 6,403,433.94 | 3,176,313.49 |
| Welland..... | 1912 | 146.6 | 17.40 | 164.0 | 6,505,432.54 | 3,082,363.56 |
| Wellington..... | 1903 | 354.5 | 32.50 | 387.0 | 6,785,025.61 | 3,372,777.03 |
| Westworth..... | 1903 | 141.15 | 51.25 | 192.4 | 6,550,241.03 | 3,116,218.70 |
| York..... | 1911 | 77.32 | 260.78 | 338.1 | 21,110,055.76 | 10,410,640.16 |
| TOTALS..... | | 8,278.53 | 952.07 | 9,230.60 | \$212,116,027.80 | \$103,846,735.55 |

APPENDIX
SUMMARY OF COUNTY
(Government Subsidies paid

| NAME OF COUNTY | ROADS | | BRIDGES AND CULVERTS (For 80% Subsidy) | |
|-------------------------------------|-------------------|------------------|---|------------------|
| | Con- struction | Mainte- nance | Con- struction | Mainte- nance |
| Brant..... | 85,407.10 | 69,094.58 | 11,961.25 | 2,347.42 |
| Bruce..... | 163,211.22 | 71,664.78 | 89,565.96 | 4,038.78 |
| Carleton..... | 211,291.42 | 188,770.79 | 29,438.83 | 24,406.12 |
| Dufferin..... | 42,997.69 | 47,553.87 | 2,265.99 | 5,079.75 |
| Elgin..... | 13,603.15 | 296,267.35 | 15,320.26 | 16,006.31 |
| Essex..... | 83,078.46 | 219,543.81 | 72,717.68 | 2,595.94 |
| Frontenac..... | 42,073.04 | 34,571.11 | 22,641.25 | ..... |
| Grey..... | 116,423.37 | 158,832.33 | 10,094.84 | 15,098.45 |
| Haldimand..... | 174,465.39 | 86,594.02 | 48,066.49 | 776.90 |
| Halton..... | 10,162.46 | 93,780.11 | 15,141.61 | 6,401.91 |
| Hastings..... | 48,806.36 | 106,370.51 | 10,217.09 | 4,432.91 |
| Huron..... | 166,289.65 | 105,776.97 | 30,460.70 | 14,272.81 |
| Kent..... | 73,921.32 | 285,125.97 | 316,302.51 | 27,509.56 |
| Lambton..... | 97,436.57 | 111,957.68 | ..... | 11,220.13 |
| Lanark..... | 46,811.91 | 92,711.18 | 21,574.19 | 18,299.59 |
| Leeds and Grenville..... | 67,937.01 | 123,521.89 | 22,568.19 | 11,631.81 |
| Lennox and Addington..... | 9,355.20 | 103,480.40 | 60,862.04 | 1,447.50 |
| Lincoln..... | 98,602.28 | 143,662.56 | 36,733.41 | 4,720.50 |
| Middlesex..... | 322,205.30 | 225,297.00 | 19,347.81 | 28,243.45 |
| Norfolk..... | 107,381.08 | 173,352.51 | 5,477.69 | 5,564.36 |
| Northumberland and Durham..... | 133,185.39 | 86,023.11 | 26,600.41 | 8,899.59 |
| Ontario..... | 92,213.84 | 69,892.33 | 20,446.82 | 2,471.43 |
| Oxford..... | 153,952.24 | 107,171.13 | 5,621.46 | 12,394.40 |
| Peel..... | 29,665.58 | 145,086.25 | 66,640.93 | 5,499.47 |
| Perth..... | 58,301.56 | 148,750.47 | 20,510.77 | 10,968.73 |
| Peterborough..... | 67,281.52 | 51,433.49 | 147,436.67 | 2,578.59 |
| Prescott and Russell..... | 88,479.71 | 145,909.70 | 32,549.73 | 7,842.04 |
| Prince Edward..... | 68,082.87 | 69,570.70 | 27,042.72 | 563.77 |
| Reboul..... | 132,501.25 | 87,515.91 | ..... | 5,126.51 |
| Simcoe..... | 37,048.90 | 155,213.96 | 81,606.96 | 908.04 |
| Stormont, Dundas and Glengarry..... | 168,654.30 | 174,427.04 | 33,692.08 | 15,962.34 |
| Victoria..... | 63,710.39 | 65,825.70 | 9,550.16 | 2,273.49 |
| Waterloo..... | 138,156.41 | 123,072.35 | 10,886.22 | 5,038.48 |
| Welland..... | 209,059.47 | 83,215.01 | 13,203.88 | 4,885.66 |
| Wellington..... | 55,009.05 | 211,518.98 | 90,673.15 | 20,040.93 |
| Wentworth..... | 110,374.88 | 184,102.84 | 26,640.27 | 9,218.73 |
| York..... | 663,400.56 | 570,495.64 | 299,341.52 | 18,399.99 |
| TOTALS..... | \$4,250,537.90 | \$5,217,154.03 | \$1,753,201.54 | \$337,166.42 |

Less 1949 Expenditure paid in 1948-49 Fiscal Year.....

Subsidy paid in Fiscal Year 1949-50.....

No. 7

ROAD EXPENDITURES—1949

in the 1949-50 Fiscal Year)

| WINTER CONTROL (Maintenance) | APPROVED EXPENDITURE | | | GOVERNMENT SUBSIDY 50% and 80% |
|------------------------------------|----------------------|------------------|-----------------|--------------------------------------|
| | Con- struction | Mainte- nance | Total | |
| 14,325.29 | 97,368.35 | 85,767.29 | 183,135.64 | 95,860.42 |
| 34,243.90 | 252,777.18 | 109,947.46 | 362,724.64 | 209,443.74 |
| 46,865.70 | 240,730.25 | 260,042.61 | 500,772.86 | 266,539.91 |
| 28,289.72 | 45,263.68 | 80,923.34 | 126,187.02 | 65,297.23 |
| 5,711.78 | 28,923.41 | 317,985.47 | 346,908.88 | 182,852.42 |
| 4,385.66 | 155,796.14 | 226,525.41 | 382,321.55 | 213,754.87 |
| 18,042.44 | 64,714.29 | 52,613.55 | 117,327.84 | 65,456.30 |
| 54,763.29 | 126,518.21 | 228,694.07 | 355,212.28 | 185,164.13 |
| 6,803.40 | 222,531.88 | 94,174.32 | 316,706.20 | 173,006.12 |
| 17,804.16 | 25,304.07 | 117,986.18 | 143,290.25 | 78,108.17 |
| 26,819.47 | 59,023.45 | 137,622.89 | 196,646.34 | 102,718.17 |
| 30,485.17 | 196,750.35 | 150,534.95 | 347,285.30 | 187,062.70 |
| 1,897.10 | 390,223.83 | 314,532.63 | 704,756.46 | 455,521.85 |
| 5,016.62 | 97,436.57 | 128,194.43 | 225,631.00 | 116,181.54 |
| 20,247.27 | 68,386.10 | 131,258.04 | 199,644.14 | 111,784.20 |
| 22,194.78 | 90,505.20 | 157,348.48 | 247,853.68 | 134,186.84 |
| 11,836.12 | 70,217.24 | 116,764.02 | 186,981.26 | 112,183.49 |
| 13,005.02 | 135,335.69 | 161,388.08 | 296,723.77 | 160,798.06 |
| 24,080.51 | 341,553.11 | 277,620.96 | 619,174.07 | 323,864.40 |
| 19,585.23 | 112,858.77 | 198,502.10 | 311,360.87 | 158,993.04 |
| 48,091.50 | 159,785.80 | 143,014.20 | 302,800.00 | 162,050.00 |
| 31,009.76 | 112,660.66 | 103,373.52 | 216,034.18 | 114,892.56 |
| 12,094.55 | 159,573.70 | 131,660.08 | 291,233.78 | 151,021.64 |
| 27,584.64 | 96,306.51 | 178,170.36 | 274,476.87 | 158,880.56 |
| 15,360.10 | 78,812.33 | 175,079.30 | 253,891.63 | 136,389.66 |
| 13,981.65 | 214,718.19 | 67,993.73 | 281,711.92 | 186,360.54 |
| 49,803.37 | 121,029.44 | 203,555.11 | 324,584.55 | 174,409.81 |
| 7,990.67 | 95,125.59 | 78,125.14 | 173,250.73 | 94,907.31 |
| 22,807.42 | 132,501.25 | 115,449.84 | 247,951.09 | 125,513.50 |
| 44,474.87 | 118,655.86 | 200,596.87 | 319,252.73 | 184,380.86 |
| 42,633.66 | 202,346.38 | 233,023.04 | 435,369.42 | 232,581.04 |
| 22,170.80 | 73,260.55 | 90,269.99 | 163,530.54 | 85,312.36 |
| 55,850.20 | 149,042.63 | 183,961.03 | 333,003.66 | 171,279.24 |
| 13,016.31 | 222,263.35 | 101,116.98 | 323,380.33 | 167,117.03 |
| 69,234.61 | 145,682.20 | 300,794.52 | 446,476.72 | 256,452.58 |
| 31,962.13 | 137,015.15 | 225,283.70 | 362,298.85 | 191,907.13 |
| 172,722.47 | 962,742.08 | 761,618.10 | 1,724,360.18 | 957,502.54 |
| \$1,087,191.34 | \$6,003,739.44 | \$6,641,511.79 | \$12,645,251.23 | \$6,949,735.96 |

28,188.72

\$6,921,547.21

APPENDIX No. 8

SUMMARY OF ROAD EXPENDITURES IN ORGANIZED TOWNSHIPS

Approved Expenditure and Government Subsidy on Township, Improvement District, Indian Reserve and Provincial Park Roads Under the Provisions of The Highway Improvement Act, Part IV.

| Year | No. of Townships | APPROVED EXPENDITURE | | | Government Subsidy |
|--------------|------------------|----------------------|------------------|------------------|--------------------|
| | | Construction | Maintenance | Total | |
| 1920 to 1934 | 172-352 | \$23,718,523.99 | \$34,676,016.07 | \$58,394,540.06 | \$18,743,070.89 |
| 1935 | 353 | 830,871.14 | 2,114,553.23 | 2,945,424.37 | 1,233,806.48 |
| 1936 | 357 | 713,523.32 | 2,275,094.06 | 2,988,617.38 | 1,251,632.43 |
| 1937 | 358 | 1,236,900.18 | 2,620,618.43 | 3,857,518.61 | 1,943,344.98 |
| 1938 | 574 | 1,589,096.89 | 3,237,808.11 | 4,826,905.00 | 2,553,837.97 |
| 1939 | 583 | 1,824,526.20 | 3,568,455.39 | 5,392,981.59 | 2,865,752.12 |
| 1940 | 584 | 1,006,122.02 | 3,499,173.61 | 4,505,295.63 | 2,411,064.90 |
| 1941 | 584 | 1,060,139.17 | 4,392,147.57 | 5,452,286.74 | 2,917,816.44 |
| 1942 | 583 | 19,564.88 | 3,678,736.47 | 3,698,301.35 | 1,978,368.31 |
| 1943 | 584 | 209,424.76 | 5,393,565.76 | 5,512,990.52 | 2,929,508.15 |
| 1944 | 585 | 1,286,828.69 | 4,976,971.21 | 6,263,799.90 | 3,400,704.29 |
| 1945 | 596 | 2,109,532.25 | 5,587,001.62 | 7,696,533.87 | 4,177,608.83 |
| 1946 | 602 | 3,556,210.96 | 5,810,443.63 | 9,366,654.59 | 5,131,432.11 |
| 1947 | 604 | 3,617,421.83 | 8,945,376.93 | 12,562,798.76 | 7,064,222.50 |
| 1948 | 606 | 3,541,316.17 | 10,147,212.91 | 13,688,529.08 | 7,763,289.85 |
| 1949 | 609 | 4,280,533.01 | 10,981,918.15 | 15,262,451.16 | 8,658,425.77 |
| TOTALS | ..... | \$50,699,555.46 | \$111,815,093.15 | \$162,413,628.61 | \$75,023,586.02 |

NOTE: 571 Townships, 13 Improvement Districts, 23 Indian Reserves and 2 Provincial Parks are represented in the above expenditures for 1949.

APPENDIX

MILEAGE OF ROAD SURFACES

| County | COUNTY ROADS | | | |
|--|--------------|-----------------|---------------------|----------------------|
| | Earth | Gravel or Stone | Bituminous Surfaces | Bituminous Pavements |
| Brant..... | 2.3 | 50.6 | 56.7 | 6.5 |
| Bruce..... | | 194.2 | 93.3 | 0.5 |
| Carleton..... | | 95.4 | 82.3 | 62.3 |
| Dufferin..... | | 159.6 | 1.2 | |
| Elgin..... | | 212.3 | 47.0 | |
| Essex..... | | 158.1 | 24.1 | 16.6 |
| Frontenac..... | | 118.3 | 63.5 | |
| Grey..... | | 309.9 | 48.9 | |
| Haldimand..... | 2.3 | 92.9 | 51.9 | 5.8 |
| Halton..... | | 104.7 | 20.1 | |
| Hastings..... | | 223.4 | 38.1 | 16.3 |
| Huron..... | | 289.0 | 97.4 | |
| Kent..... | | 167.5 | 106.9 | 21.5 |
| Lambton..... | | 175.9 | 43.8 | |
| Lanark..... | 8.8 | 164.5 | 41.2 | 16.4 |
| Leeds and Grenville..... | 41.0 | 129.2 | 77.3 | 62.2 |
| Lennox and Addington..... | | 71.3 | 61.2 | 30.0 |
| Lincoln..... | | 22.2 | 136.0 | 2.9 |
| Middlesex..... | | 391.5 | 35.8 | 4.8 |
| Norfolk..... | | 52.9 | 183.4 | |
| Northumberland and Durham..... | | 254.7 | 2.5 | 33.8 |
| Ontario..... | | 196.1 | 32.8 | |
| Oxford..... | | 151.6 | 69.4 | |
| Peel..... | | 112.0 | 8.6 | 10.6 |
| Perth..... | | 213.1 | 17.7 | |
| Peterborough..... | | 190.3 | 16.0 | |
| Prescott and Russell..... | 9.4 | 222.1 | 54.5 | 20.5 |
| Prince Edward..... | | 91.6 | 67.2 | 8.9 |
| Renfrew..... | 14.3 | 133.9 | 77.1 | |
| Simcoe..... | | 244.2 | 15.1 | 0.2 |
| Stormont, Dundas and Glengarry..... | | 196.6 | 265.5 | |
| Victoria..... | | 167.5 | 46.2 | 7.9 |
| Waterloo..... | | 151.6 | 36.6 | |
| Welland..... | | 26.6 | 98.1 | 29.0 |
| Wellington..... | | 334.0 | 40.1 | |
| Wentworth..... | | 86.0 | 95.3 | 3.6 |
| York..... | 17.6 | 76.4 | 147.2 | 77.7 |
| Total County Area..... | 95.7 | 6031.1 | 2396.0 | 438.0 |
| Northern Organized Townships..... | | | | |
| Unorganized—Township and Mining Roads..... | | | | |
| GRAND TOTALS..... | 95.7 | 6031.1 | 2396.0 | 438.0 |

No. 9

AT THE END OF 1949

| COUNTY ROADS | | ORGANIZED TOWNSHIP ROADS | | | | | |
|-----------------|--------|--------------------------|-----------------|---------------------|----------------------|-----------------|---------|
| Cement Concrete | Total | Earth | Gravel or Stone | Bituminous Surfaces | Bituminous Pavements | Cement Concrete | Total |
| 1.0 | 117.1 | 167.1 | 465.7 | 2.8 | | | 535.6 |
| 1.3 | 289.3 | 166.8 | 1471.3 | | | | 1638.1 |
| | 240.0 | 315.7 | 747.4 | 9.6 | 0.6 | | 1073.3 |
| 1.6 | 162.4 | 62.8 | 697.2 | | | | 760.0 |
| 0.2 | 259.5 | 46.5 | 813.7 | 0.2 | | | 860.4 |
| 43.0 | 241.8 | 65.0 | 825.2 | | | 35.8 | 926.0 |
| | 181.8 | 448.1 | 491.4 | 1.0 | 2.8 | | 943.3 |
| 1.6 | 360.4 | 283.2 | 1780.3 | 1.0 | | | 2064.5 |
| 3.9 | 156.8 | 126.3 | 473.2 | 7.0 | 4.0 | | 610.5 |
| 21.3 | 146.1 | 34.8 | 392.4 | | | 1.2 | 428.4 |
| 2.3 | 280.1 | 365.0 | 1133.3 | 1.0 | 1.0 | | 1500.3 |
| 0.5 | 386.9 | 208.0 | 1338.0 | 1.3 | | | 1547.3 |
| 21.6 | 317.5 | 141.1 | 1150.5 | 3.0 | | 0.1 | 1294.7 |
| 7.8 | 227.5 | 221.6 | 1208.1 | 2.3 | 1.1 | | 1433.1 |
| | 230.9 | 538.0 | 451.5 | | | | 989.5 |
| 3.7 | 313.4 | 522.3 | 794.7 | 18.8 | 13.5 | | 1349.3 |
| | 162.5 | 277.7 | 368.6 | 1.5 | | | 647.8 |
| 11.3 | 172.4 | 190.8 | 442.3 | 8.1 | | 3.6 | 644.8 |
| 50.8 | 482.9 | 127.1 | 1460.3 | | | 0.3 | 1587.7 |
| 1.3 | 239.6 | 291.0 | 590.8 | 11.1 | | | 892.9 |
| 0.7 | 291.7 | 916.6 | 1272.3 | | | | 2188.9 |
| 4.7 | 233.6 | 236.3 | 903.7 | 1.6 | | | 1141.6 |
| | 212.0 | 17.0 | 1029.6 | 7.3 | | | 1053.9 |
| 5.4 | 136.6 | 88.0 | 488.7 | 12.0 | | | 588.7 |
| | 230.8 | 70.8 | 924.7 | 0.2 | | | 995.7 |
| | 206.3 | 304.5 | 617.1 | 1.4 | | | 923.0 |
| | 306.5 | 623.1 | 359.9 | 0.1 | | | 983.1 |
| 8.6 | 175.7 | 56.4 | 313.4 | | | | 369.8 |
| 1.0 | 226.3 | 1015.5 | 670.5 | 2.0 | | | 1688.9 |
| | 259.5 | 489.4 | 1610.3 | | | | 2099.7 |
| 1.2 | 463.3 | 512.4 | 806.8 | 5.9 | | 5.1 | 1330.2 |
| | 221.6 | 167.3 | 726.4 | | | | 893.7 |
| 28.1 | 216.3 | 52.5 | 449.6 | | | 0.2 | 502.3 |
| 10.3 | 164.0 | 377.7 | 403.4 | 110.8 | 11.0 | 2.1 | 905.0 |
| 12.9 | 387.0 | 539.1 | 722.7 | | | 0.4 | 1262.2 |
| 4.5 | 192.4 | 82.5 | 448.6 | 0.7 | | | 531.8 |
| 19.2 | 338.1 | 338.8 | 1191.9 | 117.8 | 116.2 | 10.7 | 1775.4 |
| 269.8 | 9230.6 | 10386.8 | 30035.5 | 328.5 | 150.2 | 59.5 | 40960.5 |
| | | 1545.7 | 5463.7 | 83.3 | 4.9 | 7.8 | 7105.4 |
| | | 1863.9 | 3032.3 | | | | 4896.2 |
| 269.8 | 9230.6 | 13796.4 | 38531.5 | 411.8 | 155.1 | 67.3 | 52962.3 |

APPENDIX No. 10

SUMMARY OF EXPENDITURES ON URBAN STREETS—1949

Approved 1949 Expenditures by Cities, Towns and Villages under Part IVC of The Highway Improvement Act

| Municipal Road Number | APPROVED EXPENDITURES—1949 | | | | Urban Total (330) | Government Subsidy 33 1/3 and 50 % |
|-----------------------|---|----------------|----------------|--|-------------------|------------------------------------|
| | Cities (29) Sep. Towns (6), and Beach Commissions (1) | Towns (138) | Villages (156) | | | |
| 1 | \$ 439,839.03 | \$ 182,799.63 | \$ 49,084.84 | | \$ 671,723.50 | \$ 262,857.95 |
| 2 | 675,980.08 | 71,587.56 | 79,090.23 | | 826,657.87 | 300,665.55 |
| 3 | 457,698.19 | 156,441.06 | 54,689.19 | | 668,828.44 | 258,131.14 |
| 4 | 928,027.36 | 218,764.47 | 87,825.05 | | 1,234,616.88 | 462,637.26 |
| 5 | 137,207.99 | 117,866.12 | 31,723.39 | | 296,887.50 | 123,894.11 |
| 6 | 3,951,466.54 | 480,442.13 | 211,939.31 | | 4,645,847.98 | 1,664,012.82 |
| 7 | 180,657.26 | 133,068.23 | 44,066.79 | | 357,772.28 | 148,779.95 |
| 8 | 397,608.62 | 20,832.76 | 33,137.18 | | 446,578.56 | 157,854.52 |
| 9 | 980,093.72 | 105,416.37 | 52,771.97 | | 1,149,182.28 | 409,425.55 |
| 10 | | 119,521.31 | 14,197.33 | | 133,718.84 | 66,924.64 |
| 11 | 98,526.91 | 110,923.86 | 33,114.11 | | 242,563.98 | 104,860.96 |
| 12 | | 32,896.34 | 8,560.28 | | 41,456.62 | 10,683.42 |
| 13 | 27,000.00 | 39,466.53 | | | 47,466.53 | 19,233.26 |
| 14 | | 149,279.72 | | | 110,850.58 | 55,425.29 |
| 15 | | 120,511.26 | 570.86 | | 120,511.26 | 60,255.64 |
| 16 | | 47,709.03 | | | 297,709.03 | 107,187.84 |
| 17 | 250,000.00 | 12,164.56 | | | 107,670.44 | 37,930.96 |
| 18 | 95,433.88 | 19,290.65 | 80.30 | | 662,554.58 | 224,066.63 |
| 19 | 643,263.93 | | | | 131,751.21 | 65,875.61 |
| 20 | | 131,751.21 | | | | |
| TOTAL | \$9,280,764.33 | \$2,212,643.30 | \$ 700,850.83 | | \$12,194,258.56 | \$4,550,703.10 |

NOTE: Only 1 Separated Town and 2 Towns did not apply for Subsidy in 1949.

APPENDIX No. 11

MILEAGES OF KING'S HIGHWAYS IN ONTARIO

December 31, 1949

| County or District | Concrete | Bituminous Pavement | Bituminous Surface | Gravel or Crushed Stone | Total |
|-------------------------|----------|------------------------|-----------------------|----------------------------|----------|
| Algoma..... | 36.35 | 34.95 | 38.85 | 93.10 | 203.25 |
| Brant..... | 43.12 | 13.39 | 19.40 | 12.60 | 88.51 |
| Bruce..... | 23.85 | 50.26 | 45.59 | 53.85 | 173.55 |
| Carleton..... | 21.97 | 91.37 | 13.73 | 3.89 | 130.96 |
| Cochrane..... | 9.90 | 26.00 | 49.90 | 278.10 | 363.90 |
| Dufferin..... | 41.18 | ..... | 1.45 | 23.13 | 65.76 |
| Dundas..... | 22.04 | 17.32 | 9.80 | ..... | 49.16 |
| Durham..... | 12.23 | 32.58 | 5.98 | 44.00 | 94.79 |
| Elgin..... | 69.79 | 29.08 | ..... | 17.55 | 116.42 |
| Essex..... | 84.60 | 62.44 | 9.97 | 20.00 | 177.01 |
| Frontenac..... | .31 | 92.21 | 20.47 | 41.34 | 154.33 |
| Glengarry..... | 13.94 | 34.56 | 4.51 | 6.80 | 59.81 |
| Grenville..... | 15.12 | 28.21 | ..... | 3.45 | 46.78 |
| Grey..... | 39.18 | 52.07 | 35.50 | 19.11 | 145.86 |
| Haldimand..... | .27 | 64.85 | 1.61 | 11.71 | 78.44 |
| Haliburton..... | ..... | 7.08 | 38.70 | 14.12 | 59.90 |
| Halton..... | 18.97 | 52.52 | .36 | 10.68 | 82.53 |
| Hastings..... | ..... | 88.82 | 79.23 | 46.38 | 214.43 |
| Huron..... | 54.43 | 32.46 | 44.27 | 75.92 | 207.08 |
| Kenora..... | ..... | 65.57 | 69.50 | 204.66 | 339.73 |
| Kent..... | 106.28 | 54.99 | 2.71 | 13.93 | 177.91 |
| Lambton..... | 85.80 | 34.72 | 21.47 | 19.03 | 161.02 |
| Lanark..... | 9.77 | 61.77 | 20.45 | 2.88 | 94.87 |
| Leeds..... | 15.75 | 133.99 | 23.13 | ..... | 172.87 |
| Lennox & Addington..... | ..... | 67.97 | 25.71 | 35.57 | 129.25 |
| Lincoln..... | 47.65 | 30.97 | .96 | ..... | 79.58 |
| Manitoulin..... | ..... | ..... | 7.25 | 10.50 | 17.75 |
| Middlesex..... | 76.71 | 72.03 | ..... | 51.41 | 200.15 |
| Muskoka..... | ..... | 19.61 | 71.52 | 20.43 | 111.56 |
| Nipissing..... | 9.14 | 90.85 | 105.72 | 109.92 | 315.63 |
| Norfolk..... | 24.00 | 29.99 | 8.92 | .28 | 63.19 |
| Northumberland..... | 23.91 | 43.89 | 1.94 | 31.99 | 101.73 |
| Ontario..... | 87.59 | 18.97 | 22.58 | 18.52 | 147.66 |
| Oxford..... | 16.39 | 65.89 | 2.68 | 32.20 | 117.16 |
| Parry Sound..... | 13.75 | 28.40 | 37.90 | 48.40 | 128.45 |
| Peel..... | 15.42 | 59.59 | 2.19 | 30.21 | 107.41 |
| Perth..... | 42.01 | 58.07 | ..... | 33.23 | 133.31 |
| Peterborough..... | 20.51 | 6.73 | 22.52 | 70.05 | 119.81 |
| Prince Edward..... | 4.30 | 43.68 | 10.38 | ..... | 58.36 |
| Prescott..... | 21.40 | 23.71 | 4.34 | 3.25 | 52.70 |
| Rainy River..... | ..... | 19.25 | 33.95 | 54.55 | 107.75 |
| Renfrew..... | 34.50 | 92.16 | 114.73 | 19.55 | 260.94 |
| Russell..... | 3.03 | 15.84 | 1.10 | ..... | 19.97 |
| Simcoe..... | 91.03 | 85.97 | 39.96 | 50.17 | 267.13 |
| Stormont..... | ..... | 20.87 | 20.69 | ..... | 41.56 |
| Sudbury..... | 13.99 | 7.20 | 43.17 | 79.39 | 143.75 |
| Temiskaming..... | ..... | 64.75 | 55.55 | 88.70 | 209.00 |
| Thunder Bay..... | .25 | 111.30 | 29.35 | 329.05 | 469.95 |
| Victoria..... | 18.98 | 24.10 | 34.72 | 48.25 | 126.05 |
| Waterloo..... | 33.68 | 19.11 | 10.95 | 15.52 | 79.26 |
| Welland..... | 37.46 | 74.22 | .30 | .28 | 112.26 |
| Wentworth..... | 19.44 | 110.30 | 13.50 | 25.59 | 168.83 |
| Wellington..... | 64.43 | 39.89 | 2.70 | 35.74 | 142.76 |
| York..... | 12.21 | 106.40 | 1.74 | 11.78 | 132.13 |
| TOTALS..... | 1,456.63 | 2,612.92 | 1,283.6 | 2,270.76 | 7,623.91 |

Report of the Motor Vehicles Branch, 1949

TO THE HONOURABLE GEORGE H. DOUCETT,
Minister of Highways.

Sir:

I have the honour to submit herewith a report of the activities of the Motor Vehicles Branch for the year 1949.

This report contains:

- (1) Statistics relating to the motor vehicle permits and drivers' licenses issued during the 1949 license year;
- (2) A statement showing the revenue from all sources during the fiscal year, April 1, 1949 to March 31, 1950; and
- (3) Reports of the Accident Records and Statistics, Financial Responsibility and Public Vehicle Divisions of the Branch for the year 1949.

The summarized information provided by the following preamble is dealt with in more detail in the pages of this report.

Motor Vehicle Registrations

Vehicles registered totalled 969,369 as compared with 873,258 for 1948—representing a percentage increase of 11.0. Passenger cars, which made up 79.6 per cent of the total, showed an advance of 10.5 per cent. Commercial vehicle registrations (18.9% of the total) increased 12.9 per cent.

Original passenger (new car) registrations numbered 92,073 as compared with 66,851 for 1948 (37.7% increase); while original commercial vehicle registrations (29,705) were 8.2 per cent above the previous year's total.

During the ten years since 1940, total motor vehicle registrations have increased by 265,497 or 37.7 per cent. (Of incidental interest, the mileage driven by motor vehicles—as shown by gasoline consumption figures—has increased by 60% during this ten-year period.)

Drivers' Licenses

There were 781,905 operators' (including 1,842 motorcycle operators') licenses, and 496,679 chauffeurs' licenses issued during 1949. The total (1,278,584) was 5.7 per cent above the total (1,209,408) for the year previous.

Revenue

The net revenue collected during the fiscal year ending March 31, 1950, amounted to \$17,343,-537.75 or \$2,310,599.03 (15.37%) more than in 1948.

Accident Records and Statistics

Paralleling the all-time peaks in registrations, mileage driven and the number of tourist vehicles entering the Province, the accidents reported (34,472) increased by 25.8 per cent from the 1948 total. These accidents resulted in the loss of 830 lives, non-fatal injury to 17,469 persons, and property damage of \$9,531,659.

Financial Responsibility Division

During 1949, more than 1,000 drivers per month had their drivers' licenses and motor vehicle permits suspended under the Financial Responsibility provisions of the Highway Traffic Act. The total of 12,613 represented an increase of 18.5 per cent from the figure for the previous year. In addition, 385 persons were denied the privilege of driving under any condition, pursuant to the discretionary authority vested in the Minister under the Act.

The number of convictions reported by the Courts for all offences involving the use of motor vehicles was 79,813 as compared with 73,225 for 1948, an increase of 9 per cent.

Public Vehicle Division

During the license-year ending March 31, 1950, there were 4,881 public commercial vehicle operating licenses issued, and 13,102 vehicles of this class were licensed. The increase in the number of licensed operators was 5.1 per cent and in vehicles, 8.6 per cent.

There were 226 public vehicle operators licensed (9 more than in 1948); while public vehicles licensed totalled 2,682, or 7.3 per cent more than the figure for the previous year.

The total revenue collected by this Division amounted to \$1,039,754.79.

General

The discharge of the many administrative duties and responsibilities of the Motor Vehicles Branch has become more difficult through the tremendous increase in the volume of work in all divisions of the Branch since the war, without a corresponding increase in the staff.

During 1949, new peaks were reached in the numbers of vehicle and driver registrations, in the amount of revenue, and in accidents reported and suspensions applied, as well as in the amount of correspondence, filing and other clerical and administrative duties resulting therefrom. The fact that it has been possible to meet the extra demands placed upon each division and at the same time extend our activities in many ways to fulfill the functions of the Branch, has been possible through the assistance of the police and courts and other agencies, and by the co-operation of the staff and representatives of the Branch throughout the Province.

For this support and co-operation I would like to pay sincere tribute at this time.

Respectfully submitted,

J. P. BICKELL,

Registrar of Motor Vehicles

NUMBER OF PERMITS AND LICENSES ISSUED

The number of drivers' licenses and motor vehicle permits issued during each of the five years, 1945 to 1949, and the percentage change between the 1948 and 1949 totals are shown in the following tables:

| CLASS OF LICENSE OR PERMIT | 1945 | 1946 | 1947 | 1948 | 1949 | % Change |
|----------------------------|----------------|------------------|------------------|------------------|------------------|-------------|
| Passenger car..... | 555,461 | 585,604 | 645,252 | 698,384 | 771,709 | 10.5 |
| Commercial vehicle..... | 98,339 | 115,002 | 137,990 | 159,388 | 179,596 | 12.7 |
| Bus..... | 1,895 | 2,215 | 2,940 | 3,201 | 4,002 | 25.0 |
| Dual-purpose vehicle..... | 1,279 | 1,303 | 1,294 | 1,199 | 1,035 | -13.7 |
| Motorcycle..... | 5,745 | 6,982 | 9,471 | 11,086 | 13,027 | 17.5 |
| TOTAL..... | 662,719 | 711,106 | 796,947 | 873,258 | 969,369 | 11.0 |
| Trailer..... | 53,004 | 61,114 | 65,714 | 69,425 | 71,521 | 3.0 |
| Operators..... | 637,020 | 683,950 | 708,989 | 742,673 | 781,905 | 5.3 |
| Chauffeurs..... | 334,832 | 403,495 | 435,302 | 466,735 | 496,679 | 6.4 |
| TOTAL..... | 971,852 | 1,087,445 | 1,144,291 | 1,209,408 | 1,278,584 | 5.7 |
| Instruction Permits..... | 81,928 | 109,130 | 127,114 | 163,443 | 193,883 | 18.6 |
| Transfers..... | 102,410 | 145,463 | 207,676 | 233,889 | 267,796 | 14.5 |
| 'In Transit' Permits..... | 2,998 | 11,707 | 15,229 | 8,812 | 11,831 | 34.3 |
| 'M' Dealers..... | 708 | 1,045 | 1,384 | 1,508 | 1,693 | 12.3 |
| 'MC' Dealers..... | 4 | 9 | 17 | 16 | 24 | 50.0 |

REVENUE FOR FISCAL YEAR 1949-1950

PERMITS AND LICENSES:

| | |
|-------------------|----------------|
| Passenger..... | \$6,548,769.73 |
| Commercial..... | 7,167,863.31 |
| Dual Purpose..... | 36,407.10 |
| Trailers..... | 665,686.98 |
| Motorcycles..... | 16,029.70 |

DEALERS:

| | |
|---------------------------------|------------------------|
| Automobile..... | \$41,001.00 |
| Motorcycle..... | 76.50 |
| Operators' and Instruction..... | 41,077.50 |
| Chauffeurs'..... | 832,828.10 |
| Public Vehicles..... | 518,865.10 |
| Public Commercial Vehicles..... | 532,711.72 |
| Miscellaneous..... | 507,043.07 |
| | 6,347.14 |
| | \$16,873,629.45 |

FEES:

| | |
|--------------------------------|-------------------|
| In Transits..... | 6,068.75 |
| Duplicate Cards..... | 19,226.00 |
| Transfers..... | 240,196.20 |
| Searches and Certificates..... | 7,319.29 |
| Tests..... | 9,711.37 |
| Examinations..... | 30,838.00 |
| | 313,359.61 |

FINES:

| | |
|------------------------------------|------------|
| Breach of Highway Traffic Act..... | 156,548.69 |
|------------------------------------|------------|

\$17,343,887.73

NUMBER OF MOTOR VEHICLES REGISTERED IN ONTARIO†

| Year | Passenger | Commercial | Dual Purpose | Motorcycle | Total |
|-----------|-----------|------------|--------------|------------|---------|
| 1903..... | 178 | | | | 178 |
| 1904..... | 535 | | | | 535 |
| 1905..... | 553 | | | | 553 |
| 1906..... | 1,176 | | | | 1,176 |
| 1907..... | 1,530 | | | | 1,530 |
| 1908..... | 1,754 | | | | 1,754 |
| 1909..... | 2,452 | | | | 2,452 |
| 1910..... | 4,230 | | | | 4,230 |
| 1911..... | 11,339 | | | | 11,339 |
| 1912..... | 16,268 | | | 1,754 | 18,022 |
| 1913..... | 23,700 | | | 2,900 | 26,600 |
| 1914..... | 31,724 | | | 3,633 | 35,357 |
| 1915..... | 42,346 | | | 4,174 | 46,520 |
| 1916..... | 51,589 | 2,786 | | 4,287 | 58,662 |
| 1917..... | 78,861 | 4,929 | | 5,180 | 88,970 |
| 1918..... | 101,599 | 7,529 | | 5,002 | 114,130 |
| 1919..... | 127,860 | 11,428 | | 5,516 | 144,804 |
| 1920..... | 155,861 | 16,204 | | 5,496 | 177,561 |
| 1921..... | 181,978 | 19,554 | | 4,989 | 206,521 |
| 1922..... | 210,333 | 24,164 | | 4,799 | 239,296 |
| 1923..... | 245,815 | 28,612 | | 4,325 | 278,752 |
| 1924..... | 271,341 | 31,488 | | 3,941 | 306,770 |
| 1925..... | 303,736 | 34,690 | | 3,748 | 342,174 |
| 1926..... | 343,992 | 39,012 | | 3,345 | 386,349 |
| 1927..... | 386,903 | 43,442 | | 3,159 | 433,504 |
| 1928..... | 429,426 | 54,714 | | 3,197 | 487,337 |
| 1929..... | 473,222 | 55,218 | 8,226 | 3,541 | 540,207 |
| 1930..... | 490,906 | 61,690 | 5,986 | 3,924 | 562,506 |
| 1931..... | 489,713 | 64,256 | 4,177 | 4,070 | 562,216 |
| 1932..... | 462,923 | 61,347 | 3,239 | 4,088 | 531,597 |
| 1933..... | 453,314 | 59,760 | 2,909 | 4,370 | 520,353 |
| 1934..... | 470,617 | 64,436 | 2,724 | 4,468 | 542,245 |
| 1935..... | 489,610 | 67,590 | 2,370 | 4,506 | 564,076 |
| 1936..... | 514,211 | 70,693 | * | 4,553 | 589,457 |
| 1937..... | 541,802 | 75,687 | 1,847 | 4,582 | 623,918 |
| 1938..... | 580,364 | 81,642 | 1,876 | 5,206 | 669,088 |
| 1939..... | 593,693 | 82,206 | 1,893 | 5,099 | 682,891 |
| 1940..... | 610,576 | 86,038 | 1,855 | 5,403 | 703,872 |
| 1941..... | 636,624 | 95,022 | 1,654 | 5,894 | 739,194 |
| 1942..... | 611,897 | 95,836 | 1,543 | 6,104 | 715,380 |
| 1943..... | 586,036 | 97,717 | 1,447 | 6,415 | 691,615 |
| 1944..... | 568,223 | 99,612 | 1,321 | 5,901 | 675,057 |
| 1945..... | 555,461 | 100,234 | 1,279 | 5,745 | 662,719 |
| 1946..... | 585,604 | 117,217 | 1,303 | 6,982 | 711,106 |
| 1947..... | 645,252 | 140,930 | 1,294 | 9,471 | 796,947 |
| 1948..... | 698,384 | 162,589 | 1,199 | 11,086 | 873,258 |
| 1949..... | 771,709 | 183,598 | 1,035 | 13,027 | 969,369 |

†Totals do not include trailer permits.

*Included with passenger vehicles.

NUMBER OF PASSENGER AND COMMERCIAL VEHICLES REGISTERED BY
COUNTIES AND DISTRICTS 1948 AND 1949

| County or District | Passenger | | Commercial | | Total Vehicles | |
|--------------------|-----------|---------|------------|--------|----------------|---------|
| | 1948 | 1949 | 1948 | 1949 | 1948 | 1949 |
| Algoma | 7,450 | 8,715 | 2,486 | 3,165 | 9,936 | 11,880 |
| Brant | 11,114 | 12,446 | 2,416 | 2,801 | 13,530 | 15,247 |
| Bruce | 9,467 | 9,954 | 1,552 | 1,813 | 11,019 | 11,767 |
| Carleton | 30,808 | 34,875 | 6,612 | 6,766 | 37,420 | 41,641 |
| Cochrane | 4,747 | 5,076 | 2,064 | 2,408 | 6,811 | 7,484 |
| Dufferin | 3,215 | 3,416 | 557 | 681 | 3,772 | 4,097 |
| Dundas | 2,954 | 3,213 | 622 | 673 | 3,576 | 3,886 |
| Durham | 5,388 | 5,903 | 1,027 | 1,235 | 6,415 | 7,138 |
| Elgin | 9,920 | 10,983 | 2,087 | 2,393 | 12,007 | 13,376 |
| Essex | 30,811 | 35,560 | 7,982 | 8,365 | 38,793 | 43,925 |
| Frontenac | 9,509 | 10,338 | 2,310 | 2,432 | 11,819 | 12,770 |
| Glengarry | 2,596 | 2,893 | 601 | 676 | 3,197 | 3,569 |
| Grenville | 3,191 | 3,606 | 692 | 794 | 3,883 | 4,400 |
| Grey | 11,523 | 12,494 | 1,867 | 2,239 | 13,390 | 14,733 |
| Haldimand | 5,529 | 5,800 | 1,195 | 1,436 | 6,724 | 7,236 |
| Haliburton | 1,155 | 1,206 | 454 | 566 | 1,609 | 1,772 |
| Halton | 7,524 | 8,509 | 1,779 | 2,076 | 9,303 | 10,585 |
| Hastings | 13,282 | 14,024 | 3,053 | 3,441 | 16,335 | 17,465 |
| Huron | 9,624 | 10,736 | 1,701 | 2,069 | 11,325 | 12,805 |
| Kenora | 2,470 | 2,758 | 1,490 | 1,687 | 3,960 | 4,445 |
| Kent | 16,066 | 17,597 | 3,890 | 4,580 | 19,956 | 22,177 |
| Lambton | 13,089 | 13,985 | 2,301 | 2,611 | 15,390 | 16,596 |
| Lanark | 6,333 | 6,865 | 1,254 | 1,491 | 7,587 | 8,356 |
| Leeds | 6,709 | 7,173 | 1,554 | 1,778 | 8,263 | 8,951 |
| Lennox & Addington | 3,991 | 4,212 | 881 | 1,059 | 4,872 | 5,271 |
| Lincoln | 13,925 | 15,386 | 4,193 | 4,561 | 18,118 | 19,947 |
| Middlesex | 26,732 | 29,374 | 5,649 | 6,132 | 32,381 | 35,506 |
| Muskoka | 3,704 | 3,923 | 1,344 | 1,546 | 5,048 | 5,469 |
| Nipissing | 4,074 | 4,476 | 1,545 | 1,908 | 5,619 | 6,384 |
| Norfolk | 8,669 | 8,871 | 1,994 | 2,188 | 10,663 | 11,059 |
| Northumberland | 5,496 | 5,947 | 1,297 | 1,576 | 6,793 | 7,523 |
| Ontario | 13,959 | 15,926 | 2,596 | 3,017 | 16,555 | 18,953 |
| Oxford | 12,512 | 13,512 | 2,730 | 3,100 | 15,242 | 16,612 |
| Parry Sound | 3,451 | 3,554 | 1,259 | 1,425 | 4,710 | 4,979 |
| Peel | 8,518 | 9,798 | 2,144 | 2,556 | 10,662 | 12,354 |
| Peterborough | 10,335 | 11,709 | 1,861 | 1,995 | 12,219 | 13,704 |
| Perth | 10,754 | 11,014 | 1,825 | 2,082 | 12,579 | 13,096 |
| Prescott | 2,586 | 3,036 | 600 | 853 | 3,276 | 3,889 |
| Prince Edward | 3,450 | 3,744 | 994 | 1,097 | 4,444 | 4,841 |
| Rainy River | 1,758 | 1,925 | 960 | 848 | 2,718 | 2,773 |
| Renfrew | 9,362 | 10,680 | 2,369 | 2,855 | 11,731 | 13,535 |
| Russell | 1,959 | 2,167 | 618 | 743 | 2,577 | 2,910 |
| Simcoe | 16,308 | 18,220 | 3,675 | 4,391 | 19,983 | 22,611 |
| Stormont | 5,953 | 6,662 | 1,208 | 1,370 | 7,161 | 8,032 |
| Sudbury | 8,620 | 10,394 | 3,205 | 3,729 | 11,825 | 14,123 |
| Thunder Bay | 11,299 | 12,828 | 4,226 | 4,512 | 15,525 | 17,340 |
| Temiskaming | 6,991 | 7,353 | 2,748 | 3,153 | 9,739 | 10,506 |
| Victoria | 5,405 | 5,948 | 1,107 | 1,251 | 6,512 | 7,199 |
| Waterloo | 20,171 | 22,577 | 3,805 | 4,419 | 23,976 | 26,996 |
| Welland | 18,879 | 21,332 | 4,105 | 4,453 | 22,984 | 25,785 |
| Wellington | 12,380 | 13,271 | 2,114 | 2,492 | 14,494 | 15,769 |
| Wentworth | 38,322 | 43,421 | 8,644 | 10,591 | 46,966 | 54,012 |
| York | 182,625 | 201,534 | 40,802 | 45,032 | 223,427 | 246,566 |
| Non-residents | 1,842 | 765 | 432 | 488 | 2,274 | 1,253 |

NUMBER OF PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS
BY CITIES, 1948 AND 1949

| | Passenger | | Commercial | | Total Vehicles | |
|---------------------|-----------|---------|------------|--------|----------------|---------|
| | 1948 | 1949 | 1948 | 1949 | 1948 | 1949 |
| Belleville..... | 3,552 | 4,062 | 732 | 794 | 4,284 | 4,856 |
| Brantford..... | 6,693 | 7,579 | 1,473 | 1,593 | 8,166 | 9,172 |
| Chatham..... | 3,759 | 4,329 | 1,265 | 1,466 | 5,024 | 5,795 |
| Cornwall..... | 3,269 | 3,808 | 675 | 738 | 3,944 | 4,546 |
| Fort William..... | 4,187 | 4,722 | 1,247 | 1,390 | 5,434 | 6,112 |
| Galt..... | 2,904 | 3,301 | 495 | 649 | 3,399 | 3,950 |
| Guelph..... | 4,008 | 4,627 | 831 | 893 | 4,839 | 5,520 |
| Hamilton..... | 29,331 | 32,929 | 6,266 | 7,328 | 35,597 | 40,257 |
| Kingston..... | 5,893 | 6,437 | 1,114 | 1,298 | 7,007 | 7,735 |
| Kitchener..... | 6,584 | 7,501 | 1,462 | 1,557 | 8,046 | 9,058 |
| London..... | 16,267 | 18,212 | 3,378 | 3,437 | 19,645 | 21,649 |
| Niagara Falls..... | 5,399 | 6,155 | 1,007 | 1,170 | 6,406 | 7,325 |
| North Bay..... | 2,077 | 2,240 | 654 | 713 | 2,731 | 2,953 |
| Oshawa..... | 6,094 | 6,996 | 1,055 | 1,104 | 7,149 | 8,100 |
| Ottawa..... | 23,720 | 26,828 | 4,948 | 5,379 | 28,668 | 32,207 |
| Owen Sound..... | 2,907 | 3,267 | 517 | 620 | 3,424 | 3,887 |
| Peterborough..... | 6,525 | 6,844 | 994 | 1,156 | 7,519 | 8,000 |
| Port Arthur..... | 3,809 | 4,423 | 1,114 | 1,181 | 4,923 | 5,604 |
| St. Catharines..... | 6,857 | 7,700 | 1,481 | 1,568 | 8,338 | 9,268 |
| St. Thomas..... | 3,073 | 3,800 | 615 | 690 | 3,688 | 4,490 |
| Sarnia..... | 4,215 | 4,655 | 736 | 833 | 4,951 | 5,488 |
| S.S. Marie..... | 4,003 | 4,609 | 1,054 | 1,182 | 5,057 | 5,791 |
| Stratford..... | 3,086 | 3,460 | 464 | 576 | 3,550 | 4,036 |
| Sudbury..... | 4,025 | 5,122 | 1,315 | 1,515 | 5,340 | 6,637 |
| Toronto..... | 151,358 | 165,958 | 34,506 | 39,829 | 185,864 | 205,787 |
| Waterloo..... | 1,671 | 2,083 | 144 | 427 | 1,815 | 2,510 |
| Welland..... | 3,337 | 3,843 | 722 | 781 | 4,059 | 4,624 |
| Windsor..... | 16,611 | 20,090 | 4,676 | 4,994 | 21,287 | 25,084 |
| Woodstock..... | 2,433 | 2,830 | 594 | 613 | 3,027 | 3,443 |

REPORT OF THE ACCIDENT RECORDS AND STATISTICS DIVISION, 1949

In any systematic study of conditions affecting the occurrence of accidents on streets and highways, the prime necessity is a reasonable knowledge of the number or frequency of accidents, and adequate information relating to the causes and circumstances surrounding them.

To obtain a perspective of the accident situation in Ontario, legislation was enacted in 1930, and incorporated as Part XIV of the Highway Traffic Act, to require a driver, if involved in an accident resulting in personal injury or property damage in excess of \$50.00, to report such accident to the nearest provincial or municipal police officer. Under the same Part of the Act, the police were required to forward such reports to the Registrar of Motor Vehicles.

During the period this legislation has been in effect (from September, 1, 1930, to December 31, 1949), reports have been received of 288,426 accidents, involving 432,786 drivers; and resulting in the loss of 12,089 lives, injury to 214,171 persons and an estimated property damage loss of \$50,075,440.

Statistical information made available by these reports, as filed during the year, 1949, is contained in the summary appended. It will be seen that during the year there were 34,472 accidents reported, involving the loss of 830 lives, non-fatal injury to 17,469 persons, and a property damage loss of \$9,531,659. As compared with the corresponding totals for 1948, there was an increase of 25.8 per cent in accidents reported, the number of persons fatally injured was 12.2 per cent above the 1948 total (740), while non-fatal injuries showed an advance of 16.7 per cent. The greatest increase was found in the number of accidents resulting in property damage only. Mishaps of this nature were 33.8 per cent above the 1948 total, while the amount of damage reported was 33.5 per cent above the loss reported for the previous year. The increased costs of vehicles, repair parts and labour have contributed to a large extent to the mounting numbers of property damage accidents which have been experienced in the years since the war.

The statistics presented in this report are a summarization of the information contained in the reports of accidents which occurred in the cities, towns and villages, King's highways, and county and township roads of Ontario. For this reason, the massed data do not present a picture applicable to any one city or highway because, while the accident problem may be considered essentially similar, there are diverse factors affecting different urban and rural areas, and divisions of such areas. From the standpoint of accident prevention, the most useful statistics are those which relate to the individual community, highway, or section of highway. For this reason a more detailed analysis of the Ontario figures would not add measurably to the usefulness of the material. The massed figures can, however, be used profitably to compare local conditions with the general situation prevailing throughout the Province, and to indicate where the greatest effort to improve local conditions should be directed. Thus, if the record of a city or community shows a higher-than-average share of accidents involving pedestrians, that is the phase of the problem upon which extra emphasis should be placed.

Accident records and statistics have served as useful directives for the police and the highway engineer as well as a factual background for educational publicity and materials which the Department has used to develop and encourage safe driving and walking habits. By the use of paid advertising, prepared newspaper articles and editorials, and special materials for the police, teachers and school children, continued efforts have been made to expose all citizens—child and adult—to safety education throughout the year.

Such work, supplemented by the activities directed to the individual driver and made possible by accident records, has undoubtedly had a beneficial influence on the accident experience in the Province. While it is not possible to record the accidents which do not happen, there is evidence that a growing number of motorists are becoming aware of the work of the Department and of the increased penalties for the varied forms of lawlessness on the highway.

During 1949 there were 4,792 drivers required to submit to re-examinations of driving and vision, of which total 140 were disqualified due to inability to meet either, or both, test requirements. The full value of the re-examinations cannot be measured in terms of those rejected since all drivers who have been called upon to undergo the tests have been made aware that their driving behaviour is under constant supervision. In addition, of course, it has been possible to suggest changes in individual driving habits which, if followed, will help to prevent future accident involvement.

The accumulation of accident statistics is of value just to the extent that the information is put to use. The fact that more frequent reference to the data and records was made during 1949 than at any time in the history of the Division, supports that there is a continually growing awareness of their value in the work of accident prevention by the Department as well as by many outside individuals and agencies.

REPORT OF FINANCIAL RESPONSIBILITY DIVISION, 1949

Suspension of Drivers' Licenses and Motor Vehicle Permits

The controls applied through suspension of drivers' licenses and motor vehicle permits serve as a strong corrective weapon in the campaign against traffic accidents. These controls are applied through the Financial Responsibility Division which conducts a vigorous and continuous program to remove from the Highways the habitual violators of traffic laws, the drunken drivers and the physically and mentally unfit operators. Violations and convictions determine much of the work of this Division. In 1948 conviction reports received show that more drivers were summoned to court and convicted of traffic violations than in any previous year. As a result more licenses were suspended in 1949 than in any other year.

Upon receipt of a notice that a person has, following an accident, been convicted of any offence under the Highway Traffic Act, the driver's license and motor vehicle permits of such person are immediately suspended by the Registrar. The suspension remains in effect until the convicted person files proof of financial responsibility or until a full period of at least two years has elapsed from the date of the conviction. Similar action is taken upon receipt of information that a person has been convicted of any criminal offence involving the use of a motor vehicle and regardless of whether the charge arose out of an accident. The law also applies where an order prohibiting driving is made by the court, that is, if the Magistrate suspends the license of a person convicted of careless driving for a period of six months, the Department further suspends such license and permit until he has given proof of financial responsibility.

Twelve thousand six hundred and thirteen suspensions requiring the filing of proof of financial responsibility were applied in 1949, an increase of 18.5 per cent as compared with 10,635 in 1948. It is worthy of note, that when taken by causes, the increase in the number of more serious convictions was considerably less than average. Reckless or dangerous driving showed an increase of only 8.1 per cent, careless driving 9.1 per cent and drunk driving 12.6 per cent.

It might be interesting to point out here the automatic penalties which the law provides for persons convicted of driving while intoxicated. For a first offence, such person is liable to a term of imprisonment of not less than seven days (maximum 30 days) with no option of a fine and the driver's license and motor vehicle permit are suspended for a definite period of three months, and until proof of financial responsibility is filed. The court may make an order prohibiting such person from driving for any period up to three years. If, at the time of the offence, the motor vehicle being operated was registered in the name of the person convicted, or in the name of the husband, wife, parent or dependent child of such person, the motor vehicle is impounded for a period of three months. For a second offence, the minimum term of imprisonment is increased to one month, and the period of suspension to 6 months; and for any subsequent offence to three months and one year, respectively. Upon conviction for either dangerous driving or failing to remain at the scene of an accident, a Magistrate may also impose a sentence of imprisonment and/or prohibit driving for any period up to three years.

It is evident from the records that the legislation is attaining its objective of removing from the highways those irresponsible owners and operators whose lack of financial responsibility is demonstrated by their failure to comply with the requirements of the law. Only 33 per cent of those required to file proof during the year were able to do so. From a table appearing elsewhere in this report, it will be seen that the more serious the cause of suspension the smaller the percentage reinstated; for example, 56 per cent of those whose licenses and permits were suspended following convictions for speeding were able to comply with the requirements of the law, while only 16.5 per cent of those convicted of drunk driving were able to do so. Proof of financial responsibility may be filed by means of an insurance certificate, a surety bond or the deposit of \$11,000 in securities. That by far the greater majority must depend on the insurance method is shown by the fact that of the 5,791 who filed proof in 1949, in all but 7 cases insurance certificates were submitted. Naturally, an insurance company will be reluctant to file a certificate for a person whose operating record shows a tendency to accidents or convictions. Individuals who have become subject to the law, and who through the goodwill of their insurance company have secured a certificate, are well aware that their future driving privilege may be jeopardized by accident involvement and that therefore it is incumbent upon them to exercise extra driving precautions.

Not only insurance companies but also law enforcement agencies and employers are becoming increasingly interested in obtaining the complete operating record of licensees. A fee of One Dollar is charged for this service. The preparation of abstracts of operating records requires maximum accuracy because these certified records may be used in court cases and may also be the basis for the refusal of insurance companies to issue policies to applicants. During the year almost 7,500 operating records were prepared by this Division. This was a considerable increase over any previous year.

In order that owners and drivers of motor vehicles in Ontario who have been refused public liability and property damage insurance should have a market in which to purchase such insurance, all licensed insurers transacting such business in Ontario have subscribed to what is known as the "Ontario Automobile Assigned Risk Plan". Under this Plan a person who is eligible to obtain such insurance may make application to the Plan for the assignment of the risk to an insurer, and upon assignment it is incumbent upon the insurer to issue a policy and, if required, a

financial responsibility certificate. This Plan has now been in effect for several years and has proved very beneficial. Under its provisions, every motorist, properly entitled to insurance, is assured of a market in which same may be obtained.

The waiving of the requirement of filing proof of financial responsibility is discretionary with the Department after two years. No action is taken until an individual makes application and then the complete record of the operator including his past record as well as the seriousness of the current violation is carefully reviewed. As a result, in many cases, the requirement remains in effect indefinitely.

Pursuant to the discretionary power conferred upon the Minister under the Act, some 385 persons were prohibited from driving under any condition. Such action was taken in view of particularly bad operating records or upon receipt of unsatisfactory certificates with respect to driving ability or reports indicating physical or mental conditions which might affect the safe operation of a motor vehicle. Every Ontario motorist should keep in mind that his operating record is being continually reviewed to determine whether his privilege of driving should be withdrawn and that the Minister has the authority to cancel the license or motor vehicle permit of any person for any reason he deems sufficient.

Unsatisfied Judgment Fund

Since its inception in 1947, it has become increasingly evident that the legislation creating the Unsatisfied Judgment Fund has been of incalculable benefit to pedestrians as well as motorists in this Province. In the two-and-one-half years that the legislation has been in effect, it has demonstrated that victims of motor vehicle accidents who, heretofore, had little or no hope of reimbursement, are now assured of a means by which they may recover damages. That legislation of this nature was needed is evident by the fact that since July 1st, 1947, a total of 292 judgments with payments amounting to \$630,644.03 have been made from the Fund. These payments have been divided among some 468 plaintiffs, who received varying amounts from a few dollars to several thousand dollars. From the increasing number of enquiries which the Department is receiving, not only from sources within the Province but also from many points in the United States, including enquiries from legislative bodies, it must be concluded that this advanced legislation is receiving widespread interest.

While this legislation has been outlined in some detail in previous reports, the purpose of its two main provisions may bear repeating. First, it provides for the payment of any judgment recovered in a Court in Ontario against any person, for damages occasioned by a motor vehicle in Ontario, which is found to be uncollectable, up to the limits of \$5,000 for death or injury to one person; \$10,000 to two or more persons and \$1,000 damage to property, arising out of one accident. Secondly, it provides for the payment of damages for personal injury and death in the case of so called "hit-and-run" accidents, up to the limits previously stated, where the identity of the operator and owner of the vehicle responsible cannot be established.

To illustrate how successfully the law is working, particulars of a few actual cases taken at random from our files are cited herewith:

CASE No. 1—A stolen car being pursued by the police on a busy street in a large city, struck and killed a passenger alighting from a street car. It then struck a taxi head on, injuring the driver and finally careened into a hydro pole. The thief was apprehended and sent to penitentiary. Obviously, there was no means of collecting from the driver although judgments were recovered against him. In due course, however, payments were made from the Unsatisfied Judgment Fund as follows: \$4,728.21 to the widow of the pedestrian who lost his life, \$1,222.92 to the taxi owner for loss of his car and \$2,277.99 to the injured taxi driver. Here then, a total of \$8,228.42 was divided among three persons who would not have received anything had not the Fund been in existence.

CASE No. 2—A husband, and father of three children, was instantly killed while standing beside his fence paralleling the highway running by his farm, when he was struck by a car owned and driven by two youths who were financially irresponsible. The widow and children after recovering judgment, were paid a total of \$5,800 from the Fund.

CASE No. 3—To illustrate the protection afforded the Ontario resident against the visiting tourist, there is the case where an Ontario car and its occupants were hit by a car owned by residents of the State of Michigan. Neither the owner nor driver of the American car were financially responsible but upon recovering a judgment for the damages, the Ontario residents were paid \$944.46 from the Fund.

CASE No. 4—This demonstrates that the law works both ways and that a visitor from some other province or state has the same protection as an Ontario resident. While driving in Ontario on a fishing trip, some people from Ohio were involved in an accident. This time the Ontario motorist was found to be at fault and a judgment awarded against him. He was unable to meet his obligations and the Ohioans were paid \$1,718.83, \$1,116.02 and \$563.81, respectively, out of the Fund.

CASE No. 5—Of the total paid out of the Fund, some \$92,875.14 was paid to the victims of "hit-and-run" accidents. A typical example is the case of a 61-year-old man who was riding his bicycle along the highway at night, when he was struck by an unidentified motor vehicle and almost instantly killed. As the law provides, action was commenced by his daughter and son

against the Registrar. Judgment was recovered by the daughter for \$650.00 and by the son, to continue his education, \$3,200.00. Together with costs, the total paid from the Fund was \$4,338.30.

CASE NO. 6—Another interesting case is that of a resident of the Province of Saskatchewan who, while visiting in Ontario, was hit by an unidentified vehicle while walking along the highway. Both legs were fractured and he was unable to walk for 15 months. Here again a judgment was secured against the Registrar, this time for the maximum amount of \$5,000.00 and such sum, together with taxed costs of some \$558.00, was paid out of the Fund.

What of the 304 judgment debtors who failed to meet their obligations? They are prohibited from owning or operating a motor vehicle in Ontario until they have repaid to the credit of the Fund the total amount paid out, in settlement of the judgments against them, together with costs and with interest at 4 percent per annum from the date of payment. In addition, they must file and maintain proof of financial responsibility—proof of their ability to satisfy any future judgments recovered against them.

Before any payment is made from the Fund, the judgment must be assigned to the Minister. The Department is constantly employing every means at its disposal to force payment of these outstanding accounts where there is any evidence that the debtor has any means of making payment. That there has been at least a small measure of success in this regard is shown by the fact that up to December 31st, \$7,992.37 had been collected on these bad debts; 10 judgments had been paid in full, and in 12 other cases judgment debtors are making regular monthly payments. In this connection, it might be pointed out that Ontario has reciprocal agreements with all the other provinces except one, and with 28 of the states of the United States, whereby judgments recovered against residents of such provinces and states in Ontario are honoured. The drivers' licenses and motor vehicle permits of such judgment debtors are suspended by the authorities in their home states until the judgment rendered in Ontario has been paid.

In the 1948 report it was stated that a sufficient amount to pay all claims to the end of 1948 was borrowed from the Consolidated Revenue Fund and that, having regard to the amount expended up to that time, the Unsatisfied Judgment Fund fee for the year 1949 was set by Order-in-Council at fifty cents, such fee to be paid by every person obtaining a driver's license. The total amount received from this source during the calendar year was \$630,438. Having regard to the balance in the Fund at the end of the year and the amount expended the fee for the ensuing year was again set at fifty cents. From a statement appearing elsewhere it will be noted that administration costs are not charged to the Fund, and that no payments are made for any purpose except for the payment of judgments and costs arising out of motor vehicle accidents.

Enforcement

It is readily understandable that the success or failure of this so called "Financial Responsibility Law" is to a large extent dependent upon the degree to which it is enforced. This is particularly significant if cognizance is taken of the principle involved in the operation of the Unsatisfied Judgment Fund insofar as the judgment debtor is concerned. It is therefore but logical that the statutes should contain penalties which will command a respect for orders prohibiting driving. The statutes provide that a person convicted of driving while under suspension may be given a maximum fine of \$500 plus a term of imprisonment up to six months. In addition, the motor vehicle being operated at the time of the offence is automatically impounded for a period of three months, if at such time it was registered in the name of the convicted person, or in the name of the husband, wife, parent or dependent child of such person. Where a motor vehicle, the permit for which has been suspended, is operated or where a motor vehicle permit is procured illegally the law provides, in addition to impoundment, that the motor vehicle in question be forfeited to the Crown in the right of the Province of Ontario. The records indicate that over 40,000 suspensions were in effect as of December 31st, 1949. It will be agreed that it is an impossibility for law enforcement agencies to have all the persons affected by such suspensions under observation at all times. It would therefore seem that where a conviction is registered, the court, in passing sentence, should bear this thought in mind with a view to making a penalty of sufficient severity to act as a deterrent to other persons who have been disqualified from using the highway.

That co-operation is being given by all police authorities with respect to enforcement is evident by the fact that during 1949 a total of over 400 persons were convicted of either driving while disqualified, procuring a permit illegally, or both. Fines ranged from \$25.00 to \$300.00; jail sentences were from several days to two months. Some 36 vehicles were seized and turned over to the Province. Any of these vehicles which appeared to be in unroadworthy condition were scrapped. The remainder were resold to the public by tender. Where there was a registered lien against the vehicle, this was paid off or if the amount of the lien was in excess of the resale value, the vehicle was released outright to the lien holder. The total value of the vehicles seized is estimated at \$15,000. There are always those who are willing to "take a chance" but from the figures which have been quoted it is evident that such persons pay dearly for their misadventures.

In conclusion, the Officials responsible for the administration of this important part of the Highway Traffic Act take this opportunity of expressing grateful appreciation for the co-operation received from outside interests—to insurance companies and their representatives in educating the public with respect to the requirements of the law, and to all police authorities for the whole-hearted support given in enforcement. The results achieved can be cited as convincing proof that the desired objectives of this legislation are being realized.

FINANCIAL RESPONSIBILITY SUSPENSIONS APPLIED BY YEARS

| CAUSES | NUMBER | | | | |
|--|--------|-------|-------|--------|--------|
| | 1945 | 1946 | 1947 | 1948 | 1949 |
| Speeding..... | 7 | 21 | 31 | 56 | 75 |
| Operating without and failing to produce a driver's license..... | 170 | 259 | 350 | 615 | 850 |
| Improper lights..... | * | * | 11 | 47 | 58 |
| Defective brakes..... | * | * | 60 | 198 | 286 |
| Improper turning, stopping, signalling, passing, etc. Sec. 39 H.T.A..... | * | * | 255 | 898 | 1,268 |
| Failure to report an accident..... | * | * | 60 | 230 | 233 |
| Careless driving..... | 1,776 | 2,896 | 3,376 | 4,367 | 4,765 |
| Reckless or dangerous driving..... | 438 | 792 | 664 | 687 | 743 |
| Leaving the scene of an accident..... | 312 | 446 | 512 | 584 | 733 |
| Drunk driving..... | 701 | 1,098 | 1,014 | 1,149 | 1,294 |
| Theft of motor vehicles..... | † | † | 471 | 511 | 524 |
| Motor manslaughter..... | † | † | 11 | 10 | 11 |
| Criminal negligence..... | † | 2 | 1 | | 6 |
| Driving while license suspended..... | † | † | 46 | 112 | 139 |
| Other offences..... | 155 | 371 | 63 | 135 | 211 |
| Failure to satisfy a judgment..... | 73 | 73 | 115 | 186 | 373 |
| ‡Cancellation of proof of financial responsibility..... | 558 | 628 | 735 | 850 | 1,044 |
| TOTAL..... | 4,191 | 6,586 | 7,775 | 10,635 | 12,613 |

*Suspensions not required for these causes in 1945 and 1946.
†Included under "other offences" in 1945 and 1946.
‡F. R. was filed but was cancelled before 2 year period had expired.

Table showing by causes percentage increase of suspensions in 1949 as compared with 1948

| Offence | Year | | Percentage Increase |
|--|--------|--------|---------------------|
| | 1948 | 1949 | |
| Speeding..... | 56 | 75 | 32.1 |
| No driver's license..... | 615 | 850 | 38.2 |
| Improper lights..... | 47 | 58 | 23.4 |
| Defective brakes..... | 198 | 286 | 44.4 |
| Improper turning, stopping, signalling, passing, etc. Sec. 39 H.T.A..... | 898 | 1,268 | 41.2 |
| Failing to report an accident..... | 230 | 233 | 1.3 |
| Careless driving..... | 4,367 | 4,765 | 9.1 |
| Reckless or dangerous driving..... | 687 | 743 | 8.1 |
| Leaving the scene of an accident..... | 584 | 733 | 25.5 |
| Drunk driving..... | 1,149 | 1,294 | 12.6 |
| Theft of motor vehicles..... | 511 | 524 | 2.5 |
| Motor manslaughter..... | 10 | 11 | 10.0 |
| Criminal negligence..... | — | 6 | |
| Driving while license suspended..... | 112 | 139 | 24.1 |
| Other offences..... | 135 | 211 | 54.1 |
| Failure to satisfy a judgment..... | 186 | 373 | 100.5 |
| Cancellation of proof of financial responsibility..... | 850 | 1,044 | 22.8 |
| TOTAL..... | 10,635 | 12,613 | 18.5 |

Table showing number of suspensions of drivers' licenses and/or motor vehicle permits applied during the calendar year 1949 by Courts and the Department for definite periods.

| PERIOD | NUMBER |
|---------------------------------|--------|
| Up to three months..... | 1,782 |
| Three months to six months..... | 496 |
| Six months to one year..... | 202 |
| One year to two years..... | 44 |
| Two years to three years..... | 22 |
| TOTAL..... | 2,546 |

In addition to the definite periods indicated herein the suspensions remain in effect until proof of financial responsibility is given. These suspensions include all those of the suspension. These were the result of convictions for drunk driving, dangerous driving, careless driving, failing to remain, etc.

REPORT OF THE PUBLIC VEHICLE DIVISION

Comparative statistics for the five-year period, 1945
to 1949, are shown in the following tables:

NUMBER OF PUBLIC COMMERCIAL VEHICLE OPERATORS' LICENSES ISSUED

| CLASS OF LICENSE | 1945 | 1946 | 1947 | 1948 | 1949 | % Change |
|------------------|-------|-------|-------|-------|-------|-------------|
| A..... | 251 | 259 | 275 | 256 | 255 | 0.4 D |
| B..... | 38 | 42 | 44 | 24 | 41 | 2.4 D |
| C..... | 714 | 751 | 787 | 741 | 689 | 7.0 D |
| D..... | 213 | 248 | 269 | 295 | 316 | 7.1 I |
| E..... | 656 | 669 | 710 | 689 | 674 | 2.2 D |
| F..... | 1,650 | 1,923 | 2,049 | 2,289 | 2,474 | 8.1 I |
| F.S..... | ..... | ..... | 104 | 182 | 278 | 52.7 I |
| H..... | 135 | 145 | 152 | 149 | 154 | 3.4 I |
| TOTAL..... | 3,657 | 4,037 | 4,390 | 4,643 | 4,881 | 5.1 I |

NUMBER OF PUBLIC COMMERCIAL VEHICLES LICENSED

| CLASS OF LICENSE | 1945 | 1946 | 1947 | 1948 | 1949 | % Change |
|------------------|-------|-------|--------|--------|--------|-------------|
| A..... | 3,290 | 3,701 | 4,027 | 4,390 | 4,861 | 10.7 I |
| B..... | 53 | 57 | 53 | 66 | 67 | 1.5 I |
| C..... | 1,513 | 1,673 | 1,834 | 1,860 | 1,868 | 0.4 I |
| D..... | 547 | 712 | 922 | 1,026 | 1,181 | 15.1 I |
| E..... | 834 | 862 | 881 | 921 | 945 | 2.6 I |
| F..... | 1,928 | 2,383 | 2,926 | 3,026 | 3,277 | 8.3 I |
| F.S..... | ..... | ..... | 120 | 278 | 395 | 42.1 I |
| H..... | 359 | 422 | 464 | 495 | 508 | 2.6 I |
| TOTAL..... | 8,524 | 9,810 | 11,227 | 12,062 | 13,102 | 8.6 I |

PUBLIC VEHICLE OPERATORS LICENSED

| | | | | | | |
|-----------------------------|-----|-----|-----|-------|-------|--------|
| P.V. Licenses..... | 176 | 198 | 217 | 217 | 226 | 4.1 I |
| P.V. (School) Licenses..... | 461 | 549 | 752 | 906 | 1,033 | 14.0 I |
| TOTAL..... | 637 | 747 | 969 | 1,123 | 1,259 | 12.1 I |

PUBLIC VEHICLES LICENSED

| | | | | | | |
|--------------------------|-------|-------|-------|-------|-------|--------|
| P.V..... | 1,750 | 1,986 | 2,405 | 2,500 | 2,682 | 7.3 I |
| P.V. (School Buses)..... | 491 | 582 | 912 | 1,138 | 1,320 | 16.0 I |
| TOTAL..... | 2,241 | 2,568 | 3,317 | 3,638 | 4,002 | 10.0 I |

During 1949 a Class "K" P.C.V., operator's license was introduced but no Class "K" licenses were issued. The new license authorizes the licensee to transport heavy duty machinery (boilers, transformers, and similar equipment), which require special loading devices and cannot be carried on a standard truck, trailer or semi-trailer.

In 1949, the Commercial Vehicle Act and regulations made thereunder were repealed and the revised Public Commercial Vehicle Act, 1949, became effective.

During the 1949 fiscal year, the total revenue of this Division amounted to \$1,039,754.79.

2-10, 1/19/49, 4-10-49
2-10-49
TE
24
06A2
1950/51
ANNUAL REPORT

OF THE

Physical &
Applied Sci.
Serials

Department of Highways

ONTARIO

FOR THE FISCAL YEAR ENDING MARCH 31st

1950/1951

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

SESSIONAL PAPER No. 32



ONTARIO

TORONTO

Printed and Published by Baptist Johnston, Printer to the King's Most Excellent Majesty

1951

ANNUAL REPORT

OF THE

Department of Highways

ONTARIO

FOR THE FISCAL YEAR ENDING MARCH 31st

1951

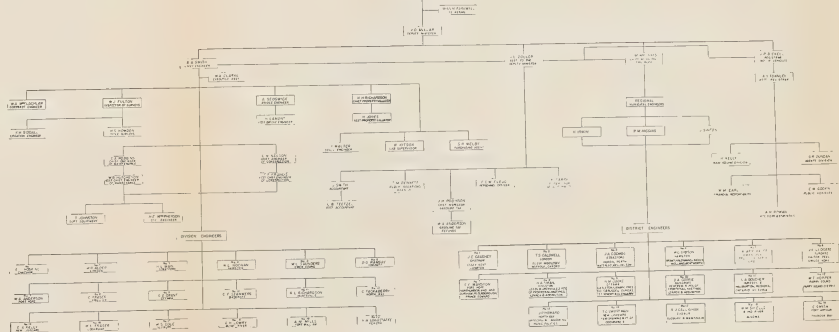
PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

SESSIONAL PAPER No. 32



TORONTO

Printed and Published by Baptist Johnston, Printer to the King's Most Excellent Majesty
1951

DEPARTMENT
ORGANIZATION CHARTHOW DID WE DO THAT?
IN 1958

CONTENTS

| | Page |
|---|------|
| Highways of Ontario, by J. D. Millar, Deputy Minister | 10 |
| Report of Highways Accountant, by L. B. Teetzel, Accountant | 12 |
| Report of Gasoline Tax Branch, by J. H. Robinson, Chief Inspector Gasoline Tax | 13 |
| Report of King's Highway Operation, by A. A. Smith, Chief Engineer | 15 |
| Report on Municipal Roads, by J. M. MacInnes, Chief Municipal Engineer | 81 |
| Appendices: | |
| 1. Department Expenditure on King's Highways, Development Roads, Roads in Unincorporated Townships, etc., by Counties and Districts | 105 |
| 2. Department Expenditure by Roads | 125 |
| 3. Schedule of Assumptions and Revisions | 129 |
| 4. Bridges Completed During 1950 | 130 |
| 5. Growth of County Road Expenditure and Provincial Grants | 134 |
| 6. County Road Mileage and Expenditure | 135 |
| 7. Summary of County Road Expenditures | 136 |
| 8. Summary of Road Expenditures in Organized Townships | 138 |
| 9. Mileage of Road Surfaces at the End of 1950 | 140 |
| 10. Summary of Expenditures on Urban Streets | 142 |
| 11. Mileages of King's Highways in Ontario | 143 |
| Report of Motor Vehicles Branch, by J. P. Bickell, Registrar | 144 |

TO THE HONOURABLE RAY LAWSON, O.B.E.,
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:—

The undersigned has the honour to transmit the Annual Report of the Department of Highways, Ontario, for the fiscal year ending March 31st, 1951.

Respectfully submitted,

Geo. H. Doucett,
Minister.

Department of Highways, Ontario.

Toronto, April 3, 1951.

TO THE HONOURABLE GEO. H. DOUCETT,
Minister of Highways, Ontario.

Sir:—

I have the honour to present herewith Report on the activities of the Department of Highways for the Fiscal Year ended 31 st March, 1951.

The Report covers operations and functions performed by the various branches, including King's Highways, Municipal Roads, Accounting, Gasoline Tax and Motor Vehicles.

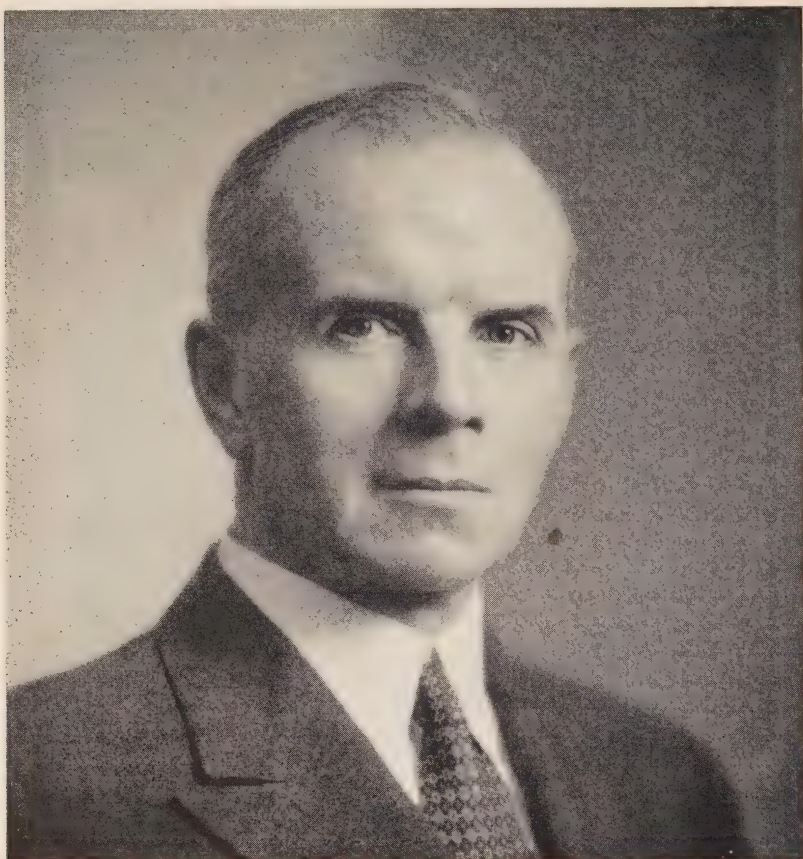
I have the honour to be Sir,

Your Obedient Servant,

J. D. Millar,
Deputy Minister.

Department of Highways, Ontario,

Toronto, April 3, 1951.



J. A. P. MARSHALL

IN MEMORIAM

The Department of Highways suffered a severe loss in the sudden passing, on October 2, 1950, of Mr. J. A. P. Marshall.

A member of the department's engineering staff since its inception in 1914, Mr. Marshall was appointed district municipal engineer on his return from overseas in 1919. From 1928 to 1934, he acted as assistant chief municipal engineer and, from 1934 until his death, served as chief municipal engineer.

He was formerly assistant city engineer at London, Ontario, and also worked on the Banff-Windermere road in British Columbia.

Born near London in 1886, Mr. Marshall attended the Collegiate Institute there, graduating from the University of Toronto in 1914 as a B.Sc., receiving his C.E. from that university in 1920.

Mr. Marshall is greatly missed by department colleagues and many friends in the road-building fraternity and municipal organizations.



W. F. NOONAN

RETIRED

December 31, 1950, marked the retirement of W. F. Noonan, division engineer at Hamilton. Entering the department's employ as an instrument man in October 1919, Bill later became resident engineer at Napanee and division engineer at Brockville, Kingston and Hamilton. A Queen's graduate, he is also a member of the Association of Professional Engineers of Ontario. Bill's many friends wish him years of good health in which to enjoy his favorite golfing and fishing pastimes.



ADAM HAY

RETIRED

Adam Hay retired as chief draughtsman August 1, 1950. Born in Scotland, Adam received his education there and in England. He entered the department's employ in January, 1919 and in 1922 was placed in charge of the draughting room. In 1923 he became a member of the Association of Professional Engineers of Ontario. Adam has long been an enthusiastic lawn bowler and his hosts of friends wish him many years in which to enjoy his favorite pastime.



W. R. ALDER

RETIRED

W. R. Alder, a Queen's graduate and member of the Association of Professional Engineers of Ontario, retired January 31, 1951. Entering the employ of the department in August 1919 as instrument man, Bill subsequently became assistant engineer at Cornwall and division engineer at Durham until 1937, when he was appointed division engineer at London, and has since remained. Bill's pursuit of lawn bowling will, his friends hope, keep him in good health for many years to come.

RETIRED

In the employ of the Provincial Government since 1914, Mr. A. A. Smith first worked as an instrument man for the Department of Public Works when HIGHWAYS was a branch of that department. He subsequently became resident engineer and division engineer, and in 1926 was appointed assistant chief engineer of the Department of Highways. He became chief engineer in 1928, which position he held until his retirement in February 1951. "A. A.," as he is affectionately known to all, has seen many changes during his tenure as chief engineer and can recall when a trip to Ottawa by car took two or three days of hard going. Many important works were undertaken under his direction, including the Queen Elizabeth Way, the Toronto-to-Oshawa road, the controlled access highway to Barrie and the Red Lake road. His many friends in the department join the engineering fraternity in England, U.S.A. and Canada in wishing him years of happy leisure ahead.





A. A. SMITH, CHIEF ENGINEER

HIGHWAYS OF ONTARIO

J. D. Millar, Deputy Minister

In the period covered by this Report for the fiscal year ending March 31, 1951, the revenue and expenditure of the Department again increased, as has been the case each year since the end of World War II. Total cost to the Province for construction and maintenance of the King's Highways and financial assistance to the municipalities totalled approximately \$83,900,000. In addition to this amount some \$2,700,000., constituting the year's contribution of the Federal Government on the Trans-Canada Highway, was also expended, making a total in excess of \$86,600,000. Receipts from all sources totalled approximately \$86,300,000., an increase of \$10,000,000., over the previous year.

Moving to implement the plan announced in the Legislature last year, the Department awarded contracts for the expansion and modernization of the King's Highway system. This programme, increasing the total yearly expenditure to more than \$100,000,000., is expected to reach this latter figure during the coming year on the basis of work awarded, but not completed during 1950.

For the first time, the number of motor vehicles registered exceeded the million mark, of which over 200,000 were commercial vehicles. In this connection it is interesting to note that during the ten years since 1941 registrations have increased approximately 50 per cent and the estimated yearly mileage driven, on the basis of gasoline consumption, has increased by 61 per cent. Since the population of the Province has increased only 20 per cent in the same period, the increased dependence on automotive transport is apparent. The crippling effect of a nation-wide railway tie-up for a period of ten days in August, 1950, was largely offset in Ontario by the ability of highway commercial carriers to keep essential shipments moving.

As will be noted in the report of the Chief Engineer, an additional 215 miles of bituminous hot-mix pavement and 217 miles of bituminous road-mix mulch, or a total of 432 miles, was laid on gravel surfaced highways throughout the Province. The figure of 285 miles of old pavement resurfaced was the highest yearly total that has yet been accomplished. Substantial progress was made on the Trans-Canada Highway. The Korean War and national re-armament accentuated the material shortages and indirectly further reduced the staff of the Department.

The report of the Municipal Roads Branch shows that subsidies in aid of Municipal Road improvement totalled \$20,692,000., as compared with \$20,130,000., in 1949 and \$16,800,000., in 1948. Chief item in these subsidy payments is the assistance given to the urban municipalities, which totalled \$4,824,000., as compared with \$4,551,000., in 1949 and \$2,800,000., in 1948. An additional 27 units were added to the pool equipment, making a total of 163 now available to the municipalities.

The report of the Motor Vehicles Branch indicates that while there was a slight reduction in the number of fatal accidents, a total of 791 persons lost their lives, 19,940 persons were injured and property damage was estimated at \$12,964,380. The traffic Safety Campaign of the Department was intensified in an effort to reduce this appalling accident toll.

The staff was shocked by the sudden passing in October, 1950, of Mr. J. A. P. Marshall, Chief Engineer of Municipal Roads, who had been one of the original members of the Department since its inception in 1914. Mr. Marshall in his lifetime of devotion to his profession and to the advancement of highway improvement throughout the Province has left an example for all to follow.

The retirement of Mr. A. A. Smith, Chief Engineer, another original member of the Department, has withdrawn from active service a wealth of technical experience and a wide understanding of highway problems. His associates wish him many years of health and happiness to enjoy the leisure he has so richly earned.

To Mr. W. F. Noonan, Mr. W. R. Alder and Mr. Adam Hay, also retired during the year, the writer wishes to extend on behalf of the staff best wishes for many pleasant years to come.

REPORT OF THE HIGHWAYS ACCOUNTANT

By L. B. Teetzel, Accountant

The following is a summary of the Receipts and Disbursements of the Department of Highways for the fiscal year April 1, 1950, to March 31, 1951.

Receipts

| | |
|---------------------------------|-----------------|
| Gasoline Tax Branch | \$65,092,398.40 |
| Motor Vehicles Branch | 20,330,695.26 |
| Unsatisfied Judgment Fund | 760,153.15 |
| Miscellaneous | 91,243.43 |
| | \$86,274,490.24 |

Disbursements

| | |
|--|------------------|
| King's Highways, Development Roads, etc. | \$56,601,264.48* |
| Roads in Unincorporated Townships, etc. | 653,950.48 |
| Development Roads (Part VI, H.I.A. Sec. 54) | 1,755,480.92 |
| | \$59,010,695.88 |
| Subsidies in Aid of County Roads. | \$ 6,923,703.44 |
| Subsidies in Aid of Township Roads. | 8,944,246.08 |
| Subsidies in Aid of Cities, Towns and Villages | 4,823,922.36 |
| | \$20,691,871.88 |
| Unsatisfied Judgment Fund | 733,823.23 |
| Administration, etc. | 6,236,293.87 |
| | \$86,672,684.86 |
| Less repayments from Federal Government re Trans-Canada Highway | 2,749,328.63 |
| | \$83,923,356.23 |

*Trans-Canada Highway

Included in the above statement are the following repayments and disbursements applicable to the Trans-Canada Highway:

Since the signing of the Trans-Canada Highway agreement with the Federal Government on April 24, 1950, \$7,043,559.23 has been spent to March 31, 1951. Of this amount \$2,749,328.63 has been refunded to March 31, 1951. A further claim amounting to \$735,575.61 was at that time awaiting audit by the Federal Auditors.

| | |
|--|-----------------|
| Disbursements on Trans-Canada Highway to March 31, 1951 | \$ 7,043,559.23 |
| Federal Government repayments to March 31, 1951 | \$ 2,749,328.63 |
| Further claim awaiting Federal audit | 735,575.61 |
| | \$ 3,484,904.24 |
| Total recoverable from Federal Government | \$ 3,484,904.24 |
| Estimated Net Cost to Department of Highways to March 31, 1951 | \$ 3,558,654.99 |

REPORT OF GASOLINE TAX BRANCH

By J. H. Robinson, Chief Inspector Gasoline Tax

Memorandum to J. D. MILLAR, Esq.,
Deputy Minister of Highways

The following data is respectfully submitted for the fiscal year 1950-51:

GROSS REVENUE

| | |
|--|-----------------|
| Receipts from vendors under agreement..... | \$75,233,842.93 |
| Receipts from importers..... | 105,146.74 |
| Receipts re fuel oil consumption..... | 677,295.87 |
| Receipts re miscellaneous items..... | 29,658.10 |
| Tax recovered re bad debt deductions..... | 2,317.69 |

\$76,048,261.33

REFUNDS

| | Per Cent | Number of Claims | Value |
|-------------------------|-------------|---------------------|---------------|
| Airplanes..... | 7.5 | 753..... | \$ 830,716.17 |
| American..... | 0.5 | 1,381..... | 60,332.08 |
| Cities and towns..... | 0.2 | 206..... | 19,834.81 |
| Cleaning..... | 2.3 | 2,106..... | 255,152.92 |
| Contracting..... | 2.7 | 1,128..... | 300,249.57 |
| Farming..... | 58.6 | 144,962..... | 6,451,279.74 |
| Govt. of Canada..... | 0.3 | 120..... | 27,747.48 |
| Lumbering..... | 2.6 | 713..... | 287,045.34 |
| Manufacturing..... | 15.4 | 2,923..... | 1,698,697.83 |
| Miscellaneous..... | 0.4 | 2..... | 41,729.31 |
| Motor Boats..... | 2.4 | 7,408..... | 259,917.12 |
| Railways..... | 0.9 | 95..... | 97,469.73 |
| Stationary Engines..... | 6.2 | 7,070..... | 677,859.57 |

168,867

\$11,008,031.67

NET REVENUE FROM GASOLINE TAX.....\$65,040,229.66

GASOLINE HANDLING LICENSES

| | Number Issued for the Calendar Year 1950 | |
|-------------------|--|----------|
| Agents..... | 2 | \$ 50.00 |
| Importers..... | 42 | 58.00 |
| Mixers..... | 149 | 150.00 |
| Refiners..... | 8 | 8.00 |
| Transporters..... | 2,241 | 2,357.00 |
| Wholesalers..... | 774 | 3,807.00 |
| Retailers..... | 12,340 | 0 |

15,556

\$ 6,430.00

GASOLINE PUMP PERMITS

| | | |
|-------------------------------|-------|--------------|
| Number issued at \$25.00..... | 307 | |
| Number issued at \$ 5.00..... | 3,982 | \$ 45,705.00 |

MISCELLANEOUS REVENUE.....\$ 33.74

TOTAL NET REVENUE.....\$65,092,398.40

Increase over previous
fiscal year

| | | |
|---|------------------|-------|
| Gross revenue..... | | 11.3% |
| Net revenue..... | | 11.7% |
| Tax refunded..... | | 8.7% |
| Tax paid on 694,893,458 gallons..... | 70,664,018 gals. | 11.3% |
| Tax refunded on 100,078,774 gallons..... | 8,002,325 gals. | 8.7% |
| Fuel Oil—Tax paid on 6,246,285 gallons..... | 1,700,232 gals. | 37.4% |

REPORT OF THE SIGN AND BUILDING PERMITS BRANCH

By H. Barry, Supervisor

To: J.D. MILLAR, ESQ.
Deputy Minister of Highways

I have the pleasure to submit the following 1950-51 Fiscal Year Report:

BUILDING PERMITS:

| | |
|-------------------------------|-----------------|
| Number of permits issued..... | 3,334 |
| Value of buildings..... | \$28,330,791.00 |

SIGN LICENCES:

| | |
|--|------------------|
| Licenses issued \$15.00..... | 452 |
| Licenses issued 7.50..... | 1,696 |
| Licenses issued 1.00..... | 1,185 |
| Licenses issued \$15.00 (illuminated signs)..... | 60 |
| Licenses issued 7.50 (illuminated signs)..... | 96 |
| Licenses issued 1.00 (illuminated signs)..... | 73 |
| TOTAL RECEIPTS | \$ 20,972.50 |

Annual Report for 1950

KING'S HIGHWAYS OPERATIONS

A. A. Smith, Chief Engineer

The year 1950 saw the department commence one of the largest construction programmes in its history. In addition to the normal annual construction, which in itself has been increasing each year, two new construction projects were inaugurated. These two new projects were the Trans-Canada Highway and the five-year plan for the construction of a divided highway from Windsor to the Quebec boundary and the construction of trunk highways in other locations in the Province.

In the case of the Trans-Canada Highway the agreement was signed between the Federal and Ontario Governments on April 24, 1950. While there were many problems of various natures, such as standards, construction details, etc., to be clarified in the early part of the year, by the year's end considerable progress was made in the building of this high standard highway of national importance. Construction was largely concentrated on five sections; east of Ottawa on a new location along the Ottawa River, south of the French River, between Sudbury and Blind River, between Marathon and Schreiber and east of the English River to east of Dryden. In all there were 43 new construction contracts on the Trans-Canada Highway during the year, including contracts underway when the agreement was signed. Of these, 12 were completed in 1950, 25 were partly completed and six were not started. Contracts covered 177 miles of grading and culverts, 104 miles of hot-mix paving with grading, and 27 miles of granular base course only. The new bridge contracts included sub-structure and super-structure work on four bridges.

One of the projects commenced and included in the five-year programme was the new east-to-west road from Windsor to the Quebec boundary and is to be a divided highway in the main sections and probably one lane, with provision for four lanes in other sections. The work thus far on this road, as a beginning, was the extension from Oshawa easterly to Newcastle and ten miles of grading easterly from Windsor. Detailed surveys and plans are being prepared for the balance. It is interesting to note at this point that for the first time the department introduced origin and destination surveys, which will largely influence the final location of this very important road.

Contracts were let for seven cloverleaves, with the necessary structures, on the Toronto-Barrie controlled access highway and nine additional structures, at intersecting roads. The highway was extended to connect with Highway 93 and Highway 11 north of Barrie. This included 7.5 miles of grading and structures and entailed considerable heavy expenditure and work. Two contracts were awarded for the controlled access highway skirting the northern limits of Toronto from Weston to Highway 11. This work included very heavy grading and the construction of ten structures at intersecting roads and two railway grade separations. The work was 50% completed. This highway will eventually be proceeded with easterly to connect with the divided highway, east of Toronto, and also westerly to connect with Highway 27.

The above mentioned work covered the major undertakings but considerable progress was made in renovating the trunk highway system, such as the work carried out on Highway 2, east and west of Toronto, and next year will see practically the complete resurfacing and reconstruction of this highway throughout its entirety.

Other similar types of work were carried out in various parts of the Province. The concentration of the elimination of accident prone locations, as a matter of



The Look-out at Des Joachims on No. 17 Highway



The Department's Oastler Park, five miles south of Parry Sound on No. 69 Highway.

safety and economy, was foremost in all of the work. The compilation and recording of data in the past few years by the traffic branch is now paying dividends in helping to make our highway system as safe as possible.

In all, grading and culvert construction was done on 534.26 miles of highways, secondary, development and mining roads. Granular base was placed on highways and secondary roads for a distance of 638.29 miles. Bituminous hot-mix pavement was laid on 215.39 miles of highways and secondary roads. Bituminous Road mix mulch was laid on 217.20 miles of highways and secondary roads. A total of 285.37 miles of pavements and secondary roads were resurfaced with bituminous surface. Bituminous prime was applied on gravel surfaces for 1,991.92 miles of highways, secondary and development roads. A total of 1,659.98 tons of gravel and crushed stone was placed on roads or stock-piled, of which 1,058,273 tons were gravel contracts. There were 62 bridges completed during the year.

The usual routine maintenance was carried out on 7,800.15 miles of King's highways and 2,726.70 miles of secondary roads. Each year the Department strives to obtain the highest type of maintenance. A maintenance engineers committee was formed to ascertain the best method of winter maintenance and at the several meetings of this committee, the Ontario Automotive Transport Association, the Association of Motor Traffic Police, the Ontario Motor League and the Provincial Police were present. Considerable study was given to a new type of sand spreader which should result in a more efficient application of sand and chemicals for de-icing highways. There were 10,633.91 miles of roads kept open by this department during the winter season and, although the snow removal problem was not as severe as in the past, considerable work in ice removable was experienced.

The department experienced severe losses by fire last year, due to the wooden type of buildings that were used in the past for storage, and is now converting as quickly as possible to fire-proof building. A total of 17 buildings were constructed last year along this line.

The department has experienced difficulty in securing experienced engineers, who are necessary for the large volume of work underway and, also, to replace those engineers who have retired. Through our connection with the several universities we were able to secure a total of 50 civil engineers and these young graduates were placed in training in the several branches so that within a reasonable time our organization should be ready to fill in depleted ranks.

The above is a general outline of the year's work and the summary, found in the succeeding pages, gives the work in detail.

SUMMARY

CLASS OF WORK:

| | |
|--|-----------------|
| Grading, gravelling and culverts for | 534.26 miles |
| Granular base placed on | 638.29 miles |
| Number of bridges built | 62 |
| Concrete pavement built (22 feet wide) | 1.0 miles |
| Concrete base, asphaltic top | 5.12 miles |
| Bituminous hot mix pavement | 215.39 miles |
| Bituminous road mix mulch surface | 217.20 miles |
| Bituminous resurfacing of old pavements | 285.37 miles |
| Bituminous surface treatment | 424.49 miles |
| Bituminous prime on gravel surfaces | 1,991.92 miles |
| Gravelling contracts | 1,058,273 tons |
| Crushed gravel and stone | 601,383.98 tons |
| Right-of-way fences | 427.10 miles |
| Snow fences erected, dismantled and stored | 1,834.37 miles |
| Sand for winter maintenance | 489,228.2 tons |
| Salt used for de-icing roads | 62,592.48 tons |
| Calcium chloride used for de-icing roads | 1,366.0 tons |
| Calcium chloride used for dust layer | 8,180.46 tons |
| Roads snowploughed and kept open | 10,633.91 miles |
| Equipment storage houses erected, total number | 17 |



Toronto By-Pass — C.N.R. Overpass



The Toronto By-Pass — C.P.R. Overpass

| | |
|---|----------------|
| Shrubs received from D.H.O. nursery, Midhurst, number..... | 18,155 |
| Maintenance of roadside picnic places, total number..... | 766 |
| Number added 1950..... | 18 |
| Maintenance of tables and benches in roadside places, total number... | 1,128 |
| Number added 1950..... | 75 |
| Maintenance of tables and benches in off-road parks, total number... | 867 |
| Number added 1950..... | 102 |
| Maintenance of off-road areas..... | 1,476.13 acres |
| Maintenance of snow hedges planted 1950..... | 5.22 miles |
| Routine maintenance on King's highways..... | 7,800.15 miles |
| Routine maintenance on secondary roads..... | 2,726.70 miles |
| Routine maintenance on development roads..... | 4,999.30 miles |
| Development roads built..... | 137.63 miles |
| Mining roads built..... | 20.0 miles |
| Maintenance of scale houses, number added 1950..... | 2 |

BRIDGE BRANCH

For the year 1950, 66 structures were completed, comprising a total of 6,462 lineal feet of bridges, among which may be especially noted:

TORONTO—BARRIE ROAD

Three composite steel and concrete single-span underpasses were built in West Gwillimbury township with spans varying from 95 feet to 109 feet in length. One of these structures is at Highway 88.

Two similar structures were built in King township.

Three similar structures were built in Vaughan township.

A reinforced concrete structure was built over the C.N.R. in Innisfil township.

A 55-foot reinforced concrete structure was built over Highway 90 in Vespra township.

Dual highway bridges were built over the Holland Marsh Canal and township road in West Gwillimbury township. These were composed of six 38-foot continuous steel beam spans on concrete piers and similar structures were built over the Holland Marsh Canal in King township.

A 50-foot reinforced concrete span was built over Wilson Avenue outside of Toronto.

A 40-foot span was built over Willow Creek in Vespra township.

A 37-foot span was built over the township road between lots 20 and 21 North York and otherwise known as Finch Avenue.

TORONTO BY-PASS

Reinforced concrete structures were completed over Jane Street, the C.P.R., and Dufferin Street. A 40-foot span reinforced concrete arch was built over Black Creek.

BUSKEGAU RIVER BRIDGE

A steel deck truss bridge was completed over Buskegau River on Highway 11 west of Cochrane. It consists of three spans of 77 feet, 108 feet and 77 feet. The new bridge replaces a timber bridge built in 1922. Grades and alignment were much improved.

CHESTERVILLE BRIDGE

A triple-span reinforced concrete rigid frame structure was built over the Nation River in the village of Chesterville on Highway 43.

CHUKUNI RIVER

A triple-span Bailey bridge was constructed to connect Red Lake road (Highway 105) to Red Lake airport. The total length was 330 feet.

DURHAM BRIDGE

A 75-foot span reinforced concrete rigid frame bridge was built over the Saugeen River on Highway 4 in the Town of Durham.

BLACKWATER BRIDGE

A creosoted pile trestle bridge 160 feet long was built over Blackwater River on Highway 11 at Beardmore.

BLANCHE RIVER

A triple-span rigid-frame bridge was built on Highway 66 between Kirkland Lake and Larder Lake.

GULL RIVER

A triple-steel girder, spans of 44 feet, 66 feet, 44 feet was built over Gull River on Highway 35 north of Minden.

LAKE NIPISSING—WESTERN BAY

Two 150-foot steel spans were removed from Vermilion River west of Sudbury and re-erected over the Western Arm of Lake Nipissing.

MAITLAND RIVER

On Highway 4 south of Wingham, four existing old narrow bridges are being replaced with three new structures and the road raised to prevent flooding. Two structures have been completed and the grading completed. The main structure consists of triple reinforced concrete rigid frames of 50-foot, 60-foot, 50-foot spans and an overflow bridge consisting of twin 50-foot spans.

MAITLAND RIVER TRIBUTARY

A 60-foot span rigid frame bridge was constructed on Highway 87 between Bluevale and Harriston.

MCCARTY CREEK

A creosoted timber trestle with creosoted laminated timber deck was constructed on a secondary road between Field and River Valley. The total length of the structure is 156 feet.

NAPANEE BRIDGE

A twin-span reinforced concrete rigid-frame bridge was built over the Napanee River on Highway 2 at the easterly limits of the town of Napanee. The new bridge replaces an old steel structure and a sharp turn at the west end. The new bridge has two spans of 49 feet each. It is built on both a curve and a grade and is super-elevated to provide for smooth traffic at 30 miles an hour. This provides a much needed improvement over the previous conditions.

OTONABEE RIVER

Two 77-foot reinforced concrete rigid-frame spans are being built on Highway 35 south of Fenelon Falls, replacing old narrow steel spans.

ST. JOSEPH'S ISLAND

In connection with a new roadway and connecting ferry to and across St. Joseph's Island, a 60-foot span concrete structure has been completed. A new 90-foot steel span and a new ferry and docks remain to be provided to complete the undertaking.

VEUVE RIVER

A new bridge was built on a municipal road running south of Highway 17 from the village of Warren. It consists of a 90-foot steel truss with eight 20-foot creosoted pile trestle spans at the approaches.

A complete list of all completed bridge construction for the year 1950 is shown in Appendix 00.

A very large number of plans for municipal bridges were examined and approved and in some cases plans for such bridges were prepared by the department's staff.

EQUIPMENT BRANCH

During the year 1950, the Equipment Branch supervised the repair maintenance and operation of the following major units owned by the Department of Highways:

| | |
|----------------------------|---------------------------|
| 973 trucks | 169 emulsion distributors |
| 287 power graders | 37 leaning wheel graders |
| 344 tractors | 50 rollers |
| 5 tractor compressors | 27 cement mixers |
| 15 loaders, self propelled | 15 pulvi mixers |
| 74 compressors | 21 bituminous mixers |

The following new and replacement equipment was purchased and distributed to the various divisions:

| | |
|--------------------------|-------------------------------|
| 209 trucks | 1 cement mixer |
| 55 tractors | 1 pulvi-mixer |
| 1 tractor-compressor | 2 bituminous mixers |
| 38 power graders | 4 tank car heaters |
| 2 leaning wheel graders | 58 hydraulic snow plow units |
| 3 compressors | 97 hydraulic hoist and bodies |
| 20 emulsion distributors | 2 hydraulic salt bodies |

The Engine and Machine Shop designed and manufactured the following:

Automatic hit and miss machine for highways zone striping, Division 42
 Mechanical asphalt compactor, steel racks, peat samplers, machines and tools for material testing, and parts for earth boring machine, Soils Laboratory

Pedestals for traffic counters and weights for flag holders, Division 30.

Also rebored and overhauled numerous motors for Divisions 6 and 22.

Materials Laboratory

The work consisted of research, miscellaneous testing and checking construction work. Seventy resident engineers and instrumentmen in two ten-day courses were instructed regarding material control, specification and construction details.

A—SOILS SECTION

Eight field engineers in co-operation with resident engineers covered the following work: Detail soil surveys, 141 miles; reconnaissance soil surveys, 310 miles; highway performance surveys, 2,234 miles; construction projects supervision (80 contracts), 443 miles and occasional supervision on (38 contracts) 142 miles; preparation of construction profiles showing material distribution and subgrade treatment, 405 miles; subgrade checks (hand and power augers), 401 miles; soil samples tested (London and Sheppard Ave. laboratories), 2,915, and sand cushion samples tested at Sheppard Ave. laboratory, 192.

B—AGGREGATE SECTION

In this section, the staff was increased and more equipment added and the following check tests made, the majority, at Sheppard Avenue: Routine aggregate samples, 1,313; granular base samples, 1,017; granular inventory samples, 320.

C—CONCRETE SECTION

Several trained concrete inspectors were assigned to the divisions to supplement existing staff. The following tests were carried out: Concrete cylinders, 2,715; water samples, 18.

D—BITUMINOUS SECTION

This work was extensive. Fifteen trained inspectors aided the divisions in the inspection on all contracts. A test work was carried out on design and mix, using a small percentage of natural rubber and laid on a one-mile section of Highway 11 near Thornhill. Tests were made on routine bituminous samples (3,268); check tests on paving mixtures, 450.

E—MISCELLANEOUS MATERIALS TESTING

This was increased during the year. In some cases test proceedings had to be devised. At present under test are the following: Reflectorized traffic paint (several samples) on concrete and bituminous road surfaces; Snow-plow shoes, field tests made to get data for a materials specification, rock salts, subgrade papers, fire retarding paints, wood preservatives, concrete pipe and building blocks and ice control sands.

F—RESEARCH

This consists of the following:

1. **SUPPORTING VALUE OF HIGHWAY PAVEMENTS AND SUBGRADES.** The statistical analysis of test data from this project is continuing. A tentative equation was established for the design of flexible pavements.
2. **LOSS OF SUBGRADE SUPPORT OF HIGHWAYS IN THE SPRING.** Bearing tests were conducted on 19 locations in April, May, July and October, in order to establish strength losses. Number of samples tested (Sheppard Ave.), 2,350.
3. **SOIL CLASSIFICATION.** All soil types in south-western Ontario have been classified and profile descriptions completed. Monoliths have been obtained for 14 soil types. Number of samples tested (Sheppard Ave.), 527.
4. **DESIGN OF BITUMINOUS PAVEMENT MIXES.** A complete investigation is proceeding in order to determine the stability of bituminous mixes by means of the triaxial test.
5. **AGGREGATE DURABILITY.** A laboratory and field investigation is being conducted to determine the effect of deleterious aggregate in concrete and bituminous pavements.
6. **FROST HEAVE RESEARCH.** This work consists of an investigation to determine the frost heave potential of different soils.

FORESTRY AND SAFETY DEVICES, Division 42

FORESTRY

During the spring and fall planting season 41,812 trees were planted throughout the Province, including snow hedges and trees for beautification along highways. The dual highway to Barrie has been extensively planted throughout. Surveys were made in several divisions of old dead and dangerous trees, many of which were removed. Weed spraying was given attention and now several divisions have modern equipment for this work. Sodding and seeding of slopes and shoulders, following construction, was given special attention and is becoming general in all divisions. Experiments with mulch seeding were encouraged and results are good. Trees suitable to soils and climatic conditions were planted in the following divisions: Chatham, London, Stratford, Hamilton, Owen Sound, Toronto, Port Hope, North Bay and Division 39.

HIGHWAY LIGHTING

Fifty-seven traffic signals and 92 flashing signals are maintained, four new traffic signals and three new flashing signals were installed, three signals moved due to highway widening, 35 repainted and three extra heads installed. Two subways and one bridge were illuminated and maintenance performed on Q.E.W. lighting system, including installation of some new steel standards at Niagara Falls. Frequency conversion was necessary at several points and six new permanent electrical traffic counters were installed. Belleville Bay bridge lighting equipment was overhauled, five buildings and two yards in the divisions were wired and navigation lights and hand controlled traffic signals were installed on Port Dover lift bridge.

ZONE PAINTING

Seven machines and crews zone-painted 5,244.2 miles of highways, using 46,460.5 gallons of paint. A new automatic sprayer was built and proved to be successful. One old sprayer was modernized. Reflectorized paint was used on all heavily travelled highways.

SIGNS

All sign and paint shop operations were supervised. Modern spray painting equipment was supplied to some divisions. Emphasis was placed on the standardization of all highway signs and some changes were approved. It has been decided, to some extent, to adopt designs recommended in the Manual of Uniform Traffic Control Devices issued by the Public Roads Administration, Washington, D.C., and good progress was made in placing signs at highway junctions.

BUILDINGS

This division supervised the design and construction of department buildings. A garage was completed at Cochrane, a paint shop at Fort William, and a storage garage at Matheson. New buildings were approved at London, Stratford, Owen Sound, Barry's Bay, Pontypool, Bloomfield, Noelville, Port Hope and North Bay. Much of this building was done by department forces and some are near completion.

NAIL PICKER

This magnetic unit covered 4,843 miles of pavement and picked up 30,177 pounds of scrap metal.

CORE DRILLING

One machine made tests for foundations of 12 bridges.

SURVEYS BRANCH

TITLE SURVEYS

The summary of work completed for the fiscal year 1950-51 by the Titles Surveys Division of the Surveys Branch is as follows:

- (1) 337 land plans were prepared from field surveys along 392 miles of highway covering an area of 2,851 acres and including 1,984 owners.
- (2) 406 land plans were prepared from previous survey records along 241 miles of highway covering an area of 1,651 acres and including 910 owners. Plans of abandonment and deeding away are included.
- (3) 21 plans and surveys of gravel pits covering an area of 142 acres and including 29 owners.

- (4) 70 crown land surveys and plans along 78 miles of highway covering an area of 1,162 acres.

The total for the above is listed as follows:

| No. of Plans | No. of Miles | No. of Acres | No. of Owners |
|--------------|--------------|--------------|---------------|
| 834 | 711 | 5,806 | 2,923 |

- (5) 7 plans and descriptions were prepared for the Municipal Roads Branch of the Department of Highways.
- (6) For the Department of Indian Affairs, Canada, five plans were prepared entailing five miles of survey and containing 54 acres.
- (7) For the Department of Public Works as follows:
- Survey, including plans and descriptions for radio tower site, township of Widdifield.
 - Survey, including plans and descriptions of extension to hospital site at Woodstock.
 - Survey, including plan and description to acquire eight-acre addition for Boys' Training School in the township of North Dumfries.
 - Survey, including plan and description to dispose of land in the town of Leaside.
 - Plan and survey for site for the Provincial police at Atikoken.
 - Survey, plan and description for Rangers' headquarters, village of Gooderham.
 - Survey, plan and description for Rangers' headquarters, township of Foley.
 - Survey, plan and description for Rangers' headquarters, township of Tudor.
 - Survey, plan and description for Rangers' headquarters, township of Minden.
 - Plan and description of extension to air base, township of Fauquier.
 - Plan and description for extension of fishery site in township of Tehkummah.
- (8) During the fiscal year 957 proposed subdivision plans were examined.

Following the programme of training, during the fiscal year 29 trainees completed the course of instruction for regular draughtsmen, 15 completed the course of instruction for tracers. The training course has now been discontinued.

In 1951 nine Ontario land surveyor apprentices passed and one failed the final examinations, leaving a total of seven apprentices on the staff.

LOCATION SURVEYS

Two major projects were undertaken by the Surveys Branch this year, the first being the Trans-Canada Highway for which numerous plans and other design data were prepared. The other survey of major importance is the Toronto-Windsor proposed highway. Study plans of 400 feet equals one inch were completed for this highway and an origin and destination survey was carried out in order to obtain data which would be an aid in selecting a suitable location. In June of this year the chief draughtsman retired and his staff was incorporated with the Surveys Branch staff. The chief draughtsman had previously been responsible for the checking of contract quantities, the preparation of the road map, the preparation of assumption and reversion plans and the filing, indexing and blue-printing of plans. A reorganization was carried out which resulted in new methods being introduced for checking contract quantities and indexing plans. The regular work of the bringing up-to-date of existing highway plans, the location of new ones and the preparation of plans and profiles for contractors was carried on as usual. A traffic census was obtained and accidents were tabulated on maps. All of the above is outlined in more detail below.

Aerial Study Plans

A total area of 2,893 square miles of study plans were produced from aerial photographs during the year. In this area a total of 727 miles of new or revised highways were proposed and 10 square miles of contours were plotted with the

use of the multiplex projector plotting machine. Two soil-rock typing plans, at a scale of one inch equals three miles, were drawn up between Sudbury and White River covering about 6,100 square miles of area to provide information for the Trans-Canada Highway. In addition, 3.4 square miles of detail plans, at one inch equals 100 feet, were produced containing 1.0 square miles of contours at five-foot intervals.

Approximately 1,660 square miles, or 60% of the total area of study plans, and 352 miles, or 50% of the total highway location lines, and three square miles of contours were produced for the Trans-Canada Highway.

The areas completed are as follows:

| LOCATION | Area in Square Miles | Projected Location | Contours |
|---|-------------------------|-----------------------|----------|
| Trans Canada Highway Plans: | | | |
| Nipigon to Schreiber..... | | 35 miles | 3 |
| Chapleau to White River..... | 940 | 161 " | |
| Hawk Lake to Kenora..... | 275 | 56 " | |
| Iron Bridge to Aubrey Falls..... | 445 | 100 " | |
| Toronto to Windsor C.A.H. Plans: | | | |
| Toronto to Galt..... | 111 | 73 miles | |
| Galt to London..... | 177 | 42 " | |
| London to Chatham..... | 147 | 65 " | |
| Chatham to Windsor..... | 149 | 46 " | |
| Additional Plans: | | | |
| Cobalt southerly..... | 12 | 4 " | |
| Wilmot Creek drainage..... | 9 | | 6 |
| Peterborough southerly..... | 34 | 9 " | |
| Craighurst to Coldwater..... | 44 | 12 " | |
| Orillia by-pass..... | 25 | 5 " | |
| Atikokan to English River..... | 525 | 59 " | 1 |
| Huntsville to Burks Falls..... | | 34 " | |
| Nobel to Byng Inlet..... | | 10 " | |
| Oshawa to Pontypool..... | | 16 " | |
| Total..... | 2893 | 727 " | 10 |
| Soil-Rock Typing Plans: | | | |
| Sudbury to Chapleau..... | 3430 | 111 " | |
| Chapleau to White River..... | 2670 | 69 " | |
| Total..... | 6100 | 180 " | |
| Detail Plans: | | | |
| Burlington Beach causeway..... | 2.6 | | |
| Port Stanley..... | 1.0 | | 1. |
| Total..... | 3.6 | | 1. |

Field Surveys and Plans

The resurveying of existing highways, the laying out of necessary revisions and the making of surveys for proposed new highways again formed the major part of the year's work. About half of the total mileage of surveys completed was for the Trans-Canada Highway.

A total of 1,376 miles of field surveys were completed and classified as follows:

| | |
|---|-----------|
| Control for study plans..... | 270 miles |
| Existing highways..... | 198 " |
| Revisions and proposed new locations..... | 228 " |
| Development roads..... | 18 " |

TRANS-CANADA HIGHWAY

| | |
|---|-----------|
| Existing highways..... | 274 miles |
| Revisions and proposed new locations..... | 346 " |

A detailed list of the above is as follows:

Existing Highways

Plan 1" = 50'

| | | |
|-----------|---------------------------|---------|
| Highway 2 | Brantford to Paris..... | 3 miles |
| " 2 & 4 | Lambeth intersection..... | 2 " |
| " 5 | Trafalgar westerly..... | 12.25 " |

| | | | |
|---------|--------|--|------------|
| Highway | 5 | Clappison's Corners to Peter's Corners..... | 6.50 miles |
| " | 5 | Nelson town line to Clappison's Corners..... | 3.75 " |
| " | 5 | Danforth Ave. at Danforth Road..... | 0.75 " |
| " | 6 | Wolfe Island to Aberfoyle..... | 7 " |
| " | 7 | Thornhill westerly..... | 7.3 " |
| " | 7 | Woodbridge easterly..... | 6 " |
| " | 7 & 12 | Blackwater to junction with Highway No. 7.... | 7 " |
| " | 8 | Peter's Corners to South Dumfries town line... | 6.75 " |
| " | 10 | Sligo Hill to Orangeville..... | 6.8 " |
| " | 24 | Galt to Hespeler..... | 3.5 " |
| " | 24 | Brantford to Galt..... | 16.55 " |
| " | 24 | Hespeler to Guelph..... | 7 " |
| Q.E.W. | | Highway 27 to Highway 10..... | 5 " |

Plan 1" = 100'

| | | | |
|---------|-------|---------------------------------------|------------|
| Highway | 4 | St. Thomas to Port Stanley..... | 7.25 miles |
| " | 7 & 8 | New Hamburg to Stratford..... | 11 " |
| " | 8 | Contract Guelph southerly..... | 6.5 " |
| " | 9 | Highway 4 to Bervie..... | 8.25 " |
| " | 17 | Oskindaga River to English River..... | 6 " |
| " | 17 | Sudbury westerly..... | 2.5 " |
| " | 24A | Paris to Galt..... | 11.5 " |
| " | 26 | Woodford to Owen Sound..... | 10.5 " |
| " | 30 | Campbellford to Havelock..... | 2.5 " |
| " | 36 | Nogies Creek to Bobcaygeon..... | 1.5 " |
| " | 43 | Finch to Monkland..... | 11.5 " |
| " | 99 | Copetown westerly..... | 8 " |

Revisions and Proposed Locations

Plan 1" = 100'

| | | | |
|---------|----|--|----------|
| Highway | 2A | Cornwall easterly..... | 20 miles |
| " | 2A | Brockville easterly..... | 17 " |
| " | 2A | Napanee to Kingston..... | 29.25 " |
| " | 2A | Revisions in Cornwall township..... | 4.5 " |
| " | 2A | Kingston easterly..... | 8.75 " |
| " | 2A | Kingston-Gananoque..... | 4 " |
| " | 3 | Revisions at Jarvis..... | 2.5 " |
| " | 3 | Jarvis to Simcoe..... | 7.5 " |
| " | 6 | Aberfoyle-Guelph..... | 6.5 " |
| " | 7A | Revisions at Bethany..... | 1.5 " |
| " | 7A | Revisions at west of Bethany..... | 2 " |
| " | 11 | Bracebridge-S. Ent..... | 2 " |
| " | 11 | Revisions Huntsville to Burks Falls..... | 10.5 " |
| " | 27 | Int. detail at Toronto by-pass, Highway 27.... | 0.25 " |
| " | 30 | Campbellford to Havelock..... | 8 " |
| " | 33 | Wellington to Hillier..... | 7 " |
| " | 35 | Minden by-pass revisions..... | 4.5 " |
| " | 43 | Finch to Monkland..... | 1.5 " |
| " | 43 | Highway 31 easterly..... | 18 " |
| | | Pontypool-Peterborough..... | 11.25 " |
| | | Toronto-Windsor..... | 18.5 " |
| | | Craighurst-Coldwater..... | 15 " |

Development Roads

| | |
|-----------------------------|-----------|
| Gowganda town plan..... | 1.5 miles |
| Marysville to Napanee..... | 7.75 " |
| Cobalt to Mayfair Mine..... | 6.5 " |
| Ravenswood-Ipperwash B..... | 2.0 " |

Trans-Canada Highway

Plan 1" = 50'

| | | | |
|---------|----|---|----------|
| Highway | 7 | Peterborough-Lindsay..... | 26 miles |
| " | 7 | Lindsay-junction Highway 7, 8 and 12..... | 9 " |
| " | 7 | Lindsay westerly..... | 4 " |
| " | 7 | Manilla to junction Highway 7 and 12..... | 4.5 " |
| " | 12 | Junction Highway 7 and 12 northerly..... | 11.5 " |
| " | 12 | Beaverton northerly..... | 1.75 " |

Plan 1" = 100'

| | | |
|------------|---------------------------------|-------------|
| Highway 12 | Beaverton northerly..... | 13.25 miles |
| " 17 | English River westerly..... | 37.25 " |
| " 17 | Oskindaga to English River..... | 75.25 " |
| " 17 | Dryden-Kenora..... | 78.25 " |
| " 17 | English River-Dryden..... | 9.25 " |
| " 69 | Five Corners-Sudbury..... | 2.75 " |

Revisions and Proposed Locations*Plan 1" = 100'*

| | | |
|------------------|------------------------------------|------------|
| Highway 12 & 103 | Waubausheene by-pass..... | 3.75 miles |
| " 17 | Contract 50-75 Dryden..... | 10.0 " |
| " 17 | Nipigon easterly..... | 13.75 " |
| " 17 | Marathon-White River..... | 63.0 " |
| " 17 | Rockland to Plantagenet..... | 17.5 " |
| " 17 | Ottawa-Green's Creek..... | 4.5 " |
| " 69 | Revision at Magnetewan river..... | 5.0 " |
| " 69 | Parry Sound-Nobel..... | 1.5 " |
| " 69 | Parry Sound northerly..... | 3.5 " |
| " 69 | Nobel to Magnetewan..... | 24.75 " |
| " 69 | Nobel-Pointe Au Baril..... | 18.0 " |
| | Hooverville-Hinkler Lake..... | 66.1 " |
| | Stittsville to Carleton Place..... | 14.0 " |
| | Port Severn-Footes Bay..... | 19.5 " |
| | Port Severn-Baxter Lake..... | 7.5 " |
| | Baxter Lake-Gibson River..... | 7.75 " |
| | Hinkler Lake-Chapleau..... | 50.5 " |
| | Chapleau-Hawk Lake..... | 3.5 " |
| | Chapleau northerly..... | 10.0 " |

In addition to the above, grades were set on 1,450 miles of profile and 180 contracts were checked.

The following is a summary of plans, etc., completed during the fiscal year 1950-51.

Study Plans

| | |
|------------------------|-------------------|
| Area mapped..... | 2893 square miles |
| Area contoured..... | 10 " " |
| Proposed location..... | 727 " " |

Highway Plans

| | |
|---------------------------------------|------------------|
| 1"-50'..... | 168 miles |
| 1"-100'..... | 304 " |
| Revisions and proposed locations..... | 574 " |
| | <hr/> 1046 miles |

PROFILES
1,082 miles

GRADES SET
1,450 miles

BRIDGE
13

RAILWAY BOARD
10

INTERSECTION
5

MISCELLANEOUS
8

TRAFFIC ENGINEERING**Highway Traffic Volumes**

To maintain the yearly record of traffic volumes on highways in Ontario, short counts were obtained on practically all highways in southern Ontario and summer traffic volumes of three-day average were obtained in northern Ontario, during the month of July.

Since the year 1946, when mechanical short counts of highway traffic were initially started in Ontario, there has been a general yearly increase in the highway traffic volumes of from 7% to 10%.

For the five-year period from 1946 to 1950 inclusive, the total increase in highway traffic in Ontario, has amounted to 46%. This figure is the average for all highways in southern Ontario.

To augment the present skeleton system of magnetic permanent station installations, the following P.S.I's were added:

- (1) Highway 2, Morrisburg 2 miles west.
- (2) Highway 4, Wingham, 2.5 miles south.
- (3) Highway 7, Peterborough, 7 miles east.
- (4) Highway 11, North Bay, 4 miles north.

The installation of permanent magnetic recorder stations is economically dependent on the use of 60-cycle current throughout Ontario. Thus progress in this type of installation depends largely on the Hydro program of changeover from 25 to 60 cycles.

The hourly recordings of traffic volumes at the 19 automatic recording stations were tabulated, as formerly, for available months throughout the year.

The investigation of requests from various municipalities regarding the installation of traffic lights, necessitated traffic surveys at the following intersections:

- (1) Highway 3 and King St. at Humberstone, Ont.
- (2) Highway 2 and entrance to Christie-Brown Co., Etobicoke.
- (3) Highway 53 and Brantford airport road.
- (4) Highway 53 and Maple Ave. in Burford.
- (5) Highway 2 and Q.E.W. extension, Campbell's Corners.
- (6) Highway 7 and Highway 14 at Marmora, Ont.
- (7) Highway 5 and Islington Ave., Etobicoke.
- (8) Highway 6 and Highway 53, Ryckmans Corners.
- (9) Highway 8 and Thorold stone road.
- (10) Highway 5 and Birchmount Road, Scarborough.
- (11) Kingston Road and McCowan Ave., Scarborough.
- (12) Highway 11 at Oak Ridges public school.
- (13) Danforth and Pharmacy Ave.
- (14) Kingston Road and West Hill Road.
- (15) Kingston Road and Galloway Ave.
- (16) Kingston Road and St. Clair Ave.
- (17) Kingston Road and Claremore Road.
- (18) Highway 27 and Burnhamthorpe Road.
- (19) Highway 2 and Highway 24A at Paris, Ont.
- (20) Highway 11 and Steele's Ave.
- (21) Highway 11 and Highway 27 in Barrie, Ont.
- (22) Highway 39 and Drouillard Ave. in Windsor, Ont.
- (23) Highway 98 and Queen St. in Tilbury, Ont.
- (24) Highway 3B and Howard Ave. in Windsor, Ont.
- (25) Highway 6 and Highway 54 at Caledonia.
- (26) Highway 3 and Rondeau Provincial Park side road.
- (27) Highway 10 and Highway 89 at Primrose.
- (28) Highway 8 and Highway 97 at Galt, Ont.
- (29) Highway 10 and Mono township side road at Camilla.
- (30) Highway 6 and Highway 9 at Arthur, Ont.
- (31) Highway 10 and County Road to Dundalk, Ont.

As stated previously, traffic surveys were made at each of the above intersections to determine the economic justification of traffic-light installation. These surveys necessitated an eight-hour manual count of all vehicles entering the intersection, a count of the total number of pedestrians crossing the intersection during a similar period, and frequently the ascertaining of the average speed approach to the intersection.

A complete report was submitted for each intersection with condition analysis and recommendations.



Origin—Destination Survey Station on No. 10 Highway north of Brampton.
Adequate signs expedited survey procedures.



Origin—Destination Survey Station on No. 4 Highway, three miles north of London, showing general survey procedure; average time of interview was two minutes.

ORIGIN - DESTINATION SURVEY

Present traffic volumes on many highways in Ontario have become so great that a future expansion in highway construction and improvement of present facilities is imperative.

In order to provide a rational program of highway construction and the provision of adequate highway facilities, it is first necessary to obtain the major travel desires of Ontario traffic. With this purpose in view, an origin-destination survey of traffic in southwestern Ontario was commenced in June 1950. Cities covered by the survey included Brampton, Guelph, Galt, Kitchener, Woodstock and London. Survey procedure consisted of the interviewing of all drivers using present highways entering and leaving these cities and ascertaining their trip origin and proposed destination. The submitted questionnaire also required the purpose of the trip and the routes travelled. All survey information was numerically coded and processed by I.B.M. machines.

This survey constituted the initial step in procuring the traffic pattern of southwestern Ontario. Once the overall traffic pattern has been obtained and the major travel desires established, the development of a rational highway system to meet these requirements is the next logical procedure.

ACCIDENT - PREVENTION ENGINEERING

Accident Experience

During the year 1950 all reported highway accidents in Ontario were plotted on their respective accident spot maps. Prints of these completed accident spot maps for the year 1950 were sent to the various highway divisions and also to all Provincial Police districts.

The accident rates for all highways in southern Ontario were computed and compiled in book form.

The three-year record of accident-prone locations definitely established, through yearly repetition, those locations which were susceptible to engineering improvement.

The promulgation of a betterment program, solely for the elimination of these accident-prone locations, is indicated as being a progressive step in accident prevention.



Junction of No. 15 and No. 17 Highways, Ottawa



The Key River crossing and proposed parksit on No. 69 Highway

CONSTRUCTION ON THE TRANS-CANADA HIGHWAY

A considerable amount of work was carried out on the Trans-Canada Highway during the year, following the signing of the agreement on the 24th day of April, 1950 by Canada and Ontario to complete the highway.

Contracts in force on the date of the signing became Trans-Canada Highway contracts and were brought to the high standard of this important highway. During the year there were in all 37 active contracts on the highway of which 12 were completed by the year's end and, in addition, six contracts were let but not started. These contracts covered 177 miles of grading and culvert, 104 miles of hot-mix paving with grading and 27 miles of granular base course only, and of these mileages there were 88.42 miles of grading, 45.25 miles of paving and 27 miles of granular base course completed by the end of the year. There were also seven contracts for bridges of which one was completed in 1950-51.

The bulk of the work was concentrated in five locations, Greens Creek to Plantagenet on a new location along the Ottawa River, north of Britt to the French River, between Sudbury and Blind River, between Marathon and Schreiber and east of the English River to east of Dryden. In addition, work was performed east of Peterborough, in the vicinity of Orillia, and on the Thessalon-Chapleau Road.

Among the items of work carried out were 1,500 acres of clearing and 1,100 acres of grubbing, the excavation of 3,950,000 cubic yards of earth, 1,200,000 cubic yards of rock and 25,000 cubic yards of culvert excavation; the placing of 290,000 tons of granular "A", 800,000 cubic yards of granular "B" and 150,000 tons of $\frac{5}{8}$ " crushed gravel, the placing of 16,000 cubic yards of concrete and 8,000 lineal feet of corrugated iron pipe of all sizes, and the laying of 111,000 tons of hot-laid hot-mix pavement.

| Division | Highway | Grading and Culverts | 1950 Miles | Total Miles |
|----------|--------------|---|---------------|----------------|
| 9 | T.C.H. | 5 miles east of Greens Creek easterly | 0.8 | 5.0 |
| | T.C.H. | 11 miles east of Greens Creek easterly | 6.0 | 7.0 |
| 6 | 12 | West of Orillia, westerly | 2.59 | 2.59 |
| 11 | 69 | Britt to Behanon | 1.35 | 4.5 |
| | | 6 miles north of Behanon, northerly | 3.9 | 6.0 |
| 17 | 17 | Whitefish, westerly | 3.18 | 5.25 |
| | | 7½ miles west of Whitefish to 1.5 miles west of Nairn | | 8.9 |
| | | McKerrow, east and west | 7.0 | 7.0 |
| | 69 | French River, northerly | | 8.0 |
| | | 8 miles north of French River, northerly | | 8.0 |
| | Chapleau Rd. | Hinkler Lake, northerly | 5.0 | 13.5 |
| 18 | 17 | Cutler to Algoma Mills | 3.0 | 10.7 |
| | | Blind River to Iron Bridge | 2.0 | 12.0 |
| | | Massey to Walford | 10.0 | 11.7 |
| | | Webbwood to Massey | 2.0 | 11.4 |
| | | Hinkler Lake-Aubrey Falls | 5.0 | 12.0 |
| 19 | 17 | Marathon, westerly | 2.0 | 6.0 |
| | | Six miles west of Marathon, westerly | 4.0 | 6.0 |
| | | Jackfish-Steel River | 5.0 | 6.0 |
| | | Selim, east and west | 3.0 | 3.5 |
| | | 22 miles east of English River, 36 miles east | 4.0 | 14.0 |
| | | 36 miles east of English River, 50 miles east | 7.0 | 14.0 |
| 20 | 17 | 40 miles east of Dryden, 41 miles east | 1.0 | 1.0 |
| | | 10 miles east of Dryden, 24 miles east | 5.0 | 14.0 |
| | | | 88.42 | 205.54 |

Granular Base (New Grading)

| | | | | |
|----|--------|---|------|------|
| 9 | T.C.H. | 11 miles east of Greens Creek, easterly | 7.0 | 7.0 |
| 7 | 7 | Marmora to Norwood | 17.6 | 17.6 |
| 11 | 69 | Britt to Behanon | 1.35 | 4.5 |
| 17 | 17 | Whitefish, westerly | 4.0 | 7.5 |
| 18 | 17 | Algoma Mills-Cutler 10.7 miles, Massey-Walford 11.7 miles | 18.0 | 22.4 |



Re-surfacing No. 2 Highway, five miles east of Windsor



New hot-mix asphalt pavement east of Windsor, No. 2 Highway

| Division | Highway | | 1950 Miles | Total Miles |
|----------|---------|---|---------------|----------------|
| 19 | 17 | Jackfish-Steel River 6.0 miles, Selim Hill revision 3.5 miles.. | 8.0 | 9.5 |
| | | 22 miles east of English River-36 miles east, 14 miles; 36 | | |
| | | miles east of English River east 14 miles..... | 13.0 | 28.0 |
| | | | 68.95 | 96.5 |
| | | Granular Base (no grading) | | |
| 6 | 12 | West of Orillia, westerly..... | 3.15 | 3.15 |
| 20 | 17 | Longbow Corners, easterly..... | 27.0 | 27.0 |
| | | | 30.15 | 30.15 |
| | | Bituminous Hot Mix Pavement | | |
| 7 | 7 | Norwood to Marmora..... | 17.6 | 17.6 |
| 6 | 12 | West of Orillia, westerly..... | 3.15 | 3.15 |
| 17 | 17 | McKerrow east and west..... | 0.5 | 7.0 |
| 18 | 17 | Blind River-Iron Bridge 12.0 miles, Cutler to Algoma Mills | | |
| | | 11 miles, Sowerby to west 1.0 miles..... | 24.0 | 24.0 |
| | | | 43.25 | 51.75 |
| | | Bituminous Resurfacing Old Pavements | | |
| 6 | 12 | Orillia east and west..... | 3.22 | 3.22 |
| | | Bridges Built | | |
| 9 | T.C.H. | Near Rockland—two 24-foot span arch culverts..... | | |
| 20 | 17 | English River bridge..... | | Total 3 |

DIVISION No. 1 — CHATHAM

Construction

On Highway 79, for 7.5 miles north from the C.P.R. at Bothwell, there was grading; also culverts were lengthened or new ones built. Highway 40 south of Wallaceburg was diverted to lead to the new Lord Selkirk bridge and to Dufferin Street which by-passes the business section of Wallaceburg, thus eliminating the traffic problem. The portion of Highway 2 east of Thamesville which was flooded in the spring of 1950 to a depth of about three feet was raised by placing coarse gravel and then repaving. Thus this flooding condition will be eliminated. Highway 2 between Thamesville and the Kent-Middlesex county line was widened to 22 feet and resurfaced, sharp curves were eased and deep depressions raised to improve vision. On Highway 39 work was commenced on the new bridge at Little River which will be wider than the old one, thus removing a traffic hazard. Westbound lane of Highway 18, LaSalle to Windsor was widened and resurfaced, similar to work done on the eastbound lane in 1949. The old single lane was only 16.5 feet wide.

Maintenance

For repairs to road surfaces, during the winter and the spring, aggregate driers and mixers were installed at strategic locations throughout the division to prepare cold-mix asphaltic materials for patching. This was a big help in keeping the road surfaces in good condition. Increased use of chemicals during the winter maintained bare pavements except during severe storms. Manpower was short but the chemical treatment served the purpose and road surfaces were treated in a shorter time.

| Highway | Grading and Culverts | Miles 1950 | Total Miles |
|---------|--|---------------|----------------|
| 2 | Diversions, Thamesville to Kent-Middlesex line..... | .... | 1.58 |
| 40 | Base line (old Highway 40) to McNaughton Ave., Wallaceburg.. | .... | .92 |
| 79 | C.P.R. Bothwell north..... | .... | 7.3 |
| 81 | North of Greenway to Grand Bend, commenced 1949..... | 4.90 | 4.90 |
| | | | 14.70 |
| | Ipperwash Devel. Rds.—Ravenswood to Ipperwash, not complete | 2.0 | 2.0 |
| | | | 16.7 |



No. 73 Highway at Copenhagen, hot-mix asphalt pavement



Zone striping on No. 4 Highway, north of St. Thomas

Gravelling Contracts

| | | | |
|---|---------------------------|-------------|------|
| 2 | On Highways 2 and 81..... | 10,145 tons | 8.06 |
|---|---------------------------|-------------|------|

Bridges Built

| | | | |
|----|----------------------------------|---|--|
| 39 | Kettle River bridge, number..... | 1 | |
|----|----------------------------------|---|--|

Bituminous Hot-Mix Pavement

| | | | |
|----|--|-------|--|
| 2 | Diversions, Thamesville-Kent-Middlesex line..... | 1.58 | |
| 40 | Base line (old Highway 40) McNaughton Ave., Wallaceburg..... | .92 | |
| 98 | Merlin-Tilbury..... | 10.62 | |
| | | 13.12 | |

Bituminous Resurfacing of Old Pavements

| | | | |
|----|---|-------|-------|
| 2 | Windsor, easterly J.L. and H.L. 4..... | 10.75 | 10.75 |
| 2 | Tilbury east to Drake side road (incomplete) H.L. 4..... | 3.66 | 3.66 |
| 2 | Thamesville easterly, H.L. 1 and H.L. 4..... | 7.18 | 7.18 |
| 7 | Sarnia-Plympton town line easterly, H.L. 3 and H.L. 4..... | 10.00 | 10.00 |
| 18 | Windsor-LaSalle north side dual highway, H.L. 3 and H.L. 8..... | 2.81 | 2.81 |
| 21 | Forest to Hank's Corners, patching H.L. 4..... | 10.00 | 10.00 |
| | | 44.40 | 44.40 |

Bituminous Prime on Gravel Surfaces

| | | | |
|-----|---------------------------------|--|-------|
| 18A | On Highways 18A, 81 and 79..... | | 31.90 |
|-----|---------------------------------|--|-------|

| | |
|---|---------------|
| Salt used for de-icing roads..... | 2,100 tons |
| Right-of-way fences erected on Highways 2, 40 and 79..... | 18.17 miles |
| Snow fences erected, dismantled and stored..... | 47 |
| Sand for winter maintenance..... | 2,500 tons |
| Salt used for de-icing roads..... | 2,100 tons |
| Roads snowplowed and kept open..... | 563,445 miles |
| Maintenance of roadside picnic places, total number..... | 51 |
| Number added 1950..... | 10 |
| Maintenance of tables and benches in roadside places, total number..... | 72 |
| Number added 1950..... | nil |
| Maintenance of tables and benches in off-road parks, total number..... | 49 |
| Maintenance of off-road areas..... | 51.79 acres |
| Maintenance of snow hedges planted 1950..... | 0.5 miles |
| Routine maintenance on King's highways..... | 563,445 miles |
| Development roads built..... | 2.0 miles |

DIVISION No. 2 — LONDON**Construction**

One of the main difficulties of the 1950 construction season was widening along-side present concrete pavements which, in most cases, was one foot in width each side. The contractors excavated with a trenching machine, hauling a special type mould-board on the grader. This mould-board projected below the regular blade for the depth required for the excavation, which on this division was nine inches. This proved to be the most satisfactory method as an exact depth could be maintained throughout. A special type roller, with one narrow wheel which could be raised or lowered, was used for compaction. The width of this wheel was one foot. After this a three inch layer of gravel was placed. This in turn was levelled by the special-type grader at the exact depth required of six inches below the edge of the pavement. The hot-mix was then placed for a width of 15 inches in two layers of three inches each compacted to bring the width to the level of the old concrete pavement.

With regard to flood control there was only one location, that being in the Wardsville area where the grade was raised to eliminate any future flooding of the road. The flooding in this particular instance was caused by water rising from the Thames River and backing up over the road.

On several locations soil tests were taken to ascertain the condition of the subgrade and, upon the recommendation of the soils branch, granular material was placed over the old paved surface before application of a bituminous base and wearing course. The granular base course was compacted in layers not exceeding three or four inches and finely trimmed with fine $\frac{3}{8}$ inch material of true cross-section. It is noted that a much better riding surface resulted when granular material was placed than when attempting to pad up the old pavement with bituminous material with the grader.

Maintenance

A new weed sprayer was developed on this division which has given very satisfactory service. The development was a nozzle which gave a wider spread whereby the operator of the spray bar had better control of the direction of the spray.

The use of the teletype has proved invaluable, more particularly in the winter months, in the transmission and receiving of information to and from head office. It is developing into a real source of communication during the summer months also, saving a great deal of time in ordinary letter correspondence.

| Highway | Grading and Culverts | Miles |
|---------|---|-------|
| 2 | Paris 3.5 miles westerly 3.5 miles, Princeton to Eastwood 3.3 miles, Glendale diversion 0.6 miles, Lambeth-Melbourne 10.4 miles, Ingersoll to Woodstock 1.0 miles | 18.8 |
| 3 | Iona diversion 1.0 miles | 1.0 |
| 4 | St. Thomas to Port Stanley | 1.0 |
| 22 | Highway 7, easterly | 4.0 |
| 53 | Brantford to Burford, westerly | 9.8 |
| 73 | Lyons to Elgin-Middlesex boundary | 3.5 |
| 74 | Mapleton to New Sarum | 1.5 |
| | | 39.6 |
| | Granular Base (new grading) | |
| | Laid on all above projects | 39.6 |
| | Granular Base (no grading) | |
| 2 | Woodstock to Ingersoll 1.5 miles, Lambeth to Melbourne 7.4 miles, Princeton to east and west 5.1 miles | 14.0 |
| 4 | Elginfield southerly | 1.0 |
| 7 | Elginfield westerly | 6.0 |
| 24 | Oakland north and south | 10.4 |
| 73 | Aylmer to Port Bruce | 8.6 |
| | | 40.0 |
| | Bridges Built | |
| 73 | Mapleton Bridge (not complete), work on | 1 |
| | Bituminous Hot-Mix Pavement | |
| 24 | Mount Pleasant, 1.3 miles north of Waterford | 10.6 |
| 53 | Brantford, 1 mile west of Burford | 9.8 |
| 73 | Aylmer to Port Bruce | 8.1 |
| | | 28.5 |
| | Bituminous Resurface of Old Pavements | |
| 2 | Lambeth to Melbourne | 16.2 |
| 4 | Elginfield southerly | 7.3 |
| | Lucan northerly | 7.1 |
| 7 | Elginfield westerly | 6.0 |
| 24 | Oakland north and south (low cost bituminous) | 9.5 |
| | | 46.1 |

| | | |
|---|---|-------|
| Highway | Bituminous Prime on Gravel Surfacing | Miles |
| Highway 7, Elginfield to Highway 81, 7.1, miles; New Sarum to Belmont, 7.5 miles; Highway 80, Glencoe to Alviston, 10.7 miles; Highway 81, Strathroy to Highway 7, 15.2 miles | | 40.5 |

| | | |
|-----------------------|--|------------|
| Highways 7, 80 and 81 | Crushed Gravel and Stone on Roads | 8,200 tons |
|-----------------------|--|------------|

| | | |
|---|------------------------------------|------|
| Highway 2, Paris to Eastwood 6.2 miles; Lambeth to Melbourne, 8.2 miles; Highway 7, Elginfield to westerly 6.0 miles; Highways 22 and 7, Hickory Corners, 12.0 miles; Highway 53, Brantford to Burford, 4.4 miles; Highway 74, Mapleton southerly, 2.1 miles; Highway 3, Shedden to Iona, 1.3 miles | Right-of-way Fences Erected | 41.2 |
|---|------------------------------------|------|

| | |
|--|-------------|
| Snow fences erected, dismantled and stored | 38 |
| Sand for winter maintenance | 29,530 tons |
| Salt used for de-icing roads | 4,863 tons |
| Roads snowplowed and kept open | 479 miles |
| Maintenance of roadside picnic places, total number | 78 |
| Maintenance of tables and benches in roadside places, total number | 88 |
| Maintenance of snow hedges planted in 1950 | 1 mile |
| Routine maintenance on King's highways | 479 miles |

DIVISION No. 3 — STRATFORD
Construction

On Highway 21 grading which commenced last year was continued and ninety per cent complete. On Highway 19 grading was commenced from Milverton north, sharp corners were eased and this project is eighty per cent complete. On Highway 23 on the only ungraded portion, reconstruction is fifty per cent complete from Russeldale southerly on 7.6 miles. On Highway 86 work was commenced late in the season from Lucknow easterly for 5.5 miles and from Listowel westerly for six miles. On Highway 87, the only ungraded portion, grading was fifty per cent complete and is an 8.6 mile section westerly from Harriston.

On Highway 4, Maitland River bridges 1 and 3, south of Wingham, were replaced, the grade raised and bridge No. 2 eliminated and thus flood danger removed. A 100 foot span Bailey bridge was used to detour traffic during construction of these bridges. A 60 foot span rigid frame concrete bridge was built replacing a very narrow bridge on Highway 87, one half mile east of Gorrie over a tributary of the Maitland River. The Rau River bridge, at New Hamburg over the Nith River, was completed on a proposed diversion of Highways 7 and 8 and is being used by county traffic. This replaces a county bridge which is closed.

Bituminous membrane seeding was applied on newly graded slopes with satisfactory results.

Maintenance

Seeding by the bituminous membrane method was done on Highways 7 and 8 Baden to Kitchener, Highway 23 Monkton to Listowel, Highway 83 Exeter to Brewster, Highway 86 Lucknow to Amberly, Highway 87 Wroxeter to Fordwich and Highway 97 Hickson east and was successful. Four hundred and thirty-one miles of highways were sprayed with weed killer. Repairs were made to lattice rail panels on four bridges. A stream diversion of 1,000 feet was made for the Conestoga River at Arthur on Highway 9 and rip-rapping was done at this bridge and also Eighteen Mile Bridge on Highway 86 east of Amberly. Repairs and extensions were made to concrete weirs on Highway 21 between Grand Bend and Bayfield.

Highway

Grading and Culverts

| | |
|----|---|
| 21 | Bayfield to five miles north, culverts completed for three miles, one mile trimmed. |
| 86 | Lucknow to 5.5 miles east, culverts 50% complete. |
| 23 | Russeldale to 7.6 miles south, culverts completed and 50% of grading. |
| 19 | Milverton to 5.5 miles north, culverts completed and 80% of grading. |
| 19 | Rau Bridge approaches complete except trimming. |
| 87 | Harriston to 8.6 miles west, culverts completed. |
| 86 | Listowel to six miles west of Molesworth, culverts 25% complete. |

Gravelling Contracts

Miles

| | |
|--|-------|
| On Highways 23, 83, 84, 86, 19, 87 and 100—150,000 tons..... | 140.5 |
|--|-------|

Bridges Built

| | | |
|----|---|-------|
| 87 | Maitland River, tributary one-half mile east of Gorrie, one 60-foot span..... | |
| 4 | Bridges 1 and 3, Wingham south 1 mile, No. 1 span, one 60-foot, two 50-foot spans; Number 3, two 50-foot spans (rigid frame)..... | Total |
| | | 3 |

Bituminous Hot Mix Pavement

| | | |
|----|---|------|
| 19 | Stratford to Milverton, west lane only..... | 10.7 |
|----|---|------|

Bituminous Road Mix Mulch

| | | |
|----|------------------------|-----|
| 83 | Brewster westerly..... | 4.0 |
| 86 | Listowel westerly..... | 5.0 |
| | | 9.0 |

Bituminous Resurfacing of Old Pavements

| | | |
|-------|--|------|
| 23 | Monkton to Listowel..... | 12.8 |
| 7 & 8 | Two miles west of Kitchener to ten miles west..... | 8.0 |
| 7 | At Breslau bridge..... | 0.2 |
| | | 21.0 |

Bituminous Surface Treatment

| | |
|--------------------------------------|------|
| On Highways 4, 8, 19, 85 and 86..... | 22.5 |
|--------------------------------------|------|

Bituminous Prime on Gravel Surfaces

| | |
|--|-------|
| On Highways 8, 19, 21, 23, 83, 84, 86, 87, 97 and 100, total of..... | 198.4 |
|--|-------|

Calcium Used for De-icing

| | |
|---|------------|
| Small quantity added to sand stock piles..... | 200 tons |
| Salt used for de-icing..... | 4,800 tons |

Right-of-way Fences Erected

| | | |
|---|----------|------|
| On Highways 4, 7, 7 and 8, 8, 9, 10, 19, 21, 23, 83, 86, 87, 97 and 100 by Department forces 38.2 miles, by contract 18.2 miles..... | Total of | 56.3 |
|---|----------|------|

| | |
|---|-------------|
| Snow hedges planted 1950, Highway 86 Elmira to Dorking..... | 2.72 miles |
| Snow fences erected, dismantled and stored..... | 250 miles |
| Sand for winter maintenance..... | 40,400 tons |
| Salt used for de-icing roads..... | 4,800 tons |
| Calcium chloride used for de-icing roads..... | 200 tons |
| Calcium chloride used for de-icing roads..... | 700 tons |
| | 900 tons |
| Roads snowplowed and kept open..... | 578 miles |
| Maintenance of roadside picnic places, number added 1950..... | 147 |
| Maintenance of tables and benches in roadside places, total number..... | 209 |
| Number added 1950..... | 25 |
| Routine maintenance on King's highways..... | 578 miles |

DIVISION No. 4 — HAMILTON**Construction**

There was a large construction programme commenced during the year. Little work could be accomplished on Saturdays so a five-day week was adopted. Spring floods on Highway 54 between Caledonia and Cayuga established new high-water marks. These were localized and caused by ice jams but the grade lines were raised where necessary to take care of this occurrence.

Grading and culvert work was carried out on the following highways: Nos. 54, 2 and 6 for a total of 17 miles, some of which was commenced in 1949. The largest of these projects was the grading of a four-lane road between Brantford and Hamilton on No. 2. Granular base was also applied on these sections. Crushed gravel and stone was placed on 42 miles of Highways 52, 54, 97 and 99. One mile of concrete pavement was commenced on Highway 2, just east of Hamilton and is forty per cent complete.

Bituminous hot mix pavement was laid for 13 miles on Highways 25, 6 and 2. Bituminous surface treatment was applied on the Queen Elizabeth Way for 18 miles between Niagara Falls and Fort Erie, completing this treatment for this section on the highway.

Maintenance

The usual maintenance was carried out on all highways with additional attention to shoulders made possible by the addition of a second Huber grader. Several new buildings were completed during the year; a double garage at Winona (Q.E.W.) was altered and made suitable for the Division sign shop and the sign shop staff moved here from Smithville; the new division garage at Winona (Q.E.W.) was completed and the staff moved from Beamsville; a salt storage shed was built at St. Davids' sand plant; on Highway 8, one mile east of Beamsville, a combined garage and storage shed was built to replace one which was burned, and three salt storage sheds were built as follows: Highway 3 at Wainfleet, one mile west of Canboro on Highway 53, and at Hannon.

| Highway | Grading and Culverts | Miles this Year |
|---------|---|-----------------------|
| 54 | Caledonia to Cayuga, commenced 1949..... | 9 |
| 2 | Cainsville to Brant county line, commenced 1949..... | 4 |
| 2 | Mausoleum curve east of Hamilton, commenced 1950..... | 1 |
| 6 | Guelph to six miles south, commenced 1950..... | 3 |
| | | 17 |
| | Granular Base (new grading) | |
| 54 | Caledonia to Cayuga, 12-inch depth, commenced 1949..... | 9 |
| 2 | Cainsville to Brant county line, 18-inch depth, commenced 1949..... | 4 |
| 6 | Guelph to six miles south, commenced 1950..... | 3 |
| | | 16 |
| | Granular Base (no grading) | |
| 99 | Copetown to seven miles west..... | 7 |
| | Bridges Built | |
| 2 | Fairchild Creek, 70% complete. | |
| 54 | Black Creek, 25% complete, work on two. | |
| | Concrete Pavement Built | |
| 2 | Mausoleum curve east of Hamilton, 44 feet wide, 40% complete..... | 1 |
| | Bituminous Hot Mix Pavement | |
| 25 | Milton to Acton, base course only 45% complete..... | 6 |
| 6 | Guelph to six miles south, base course only 45% complete..... | 3 |
| 2 | Cainsville to Brant county line, base course only 45% complete..... | 4 |
| | | 13 |
| | Bituminous Resurfacing of Old Pavements | |
| 3 | Trafalgar to Waterdown..... | 14 |
| 8 | Galt to six miles south..... | 6 |
| 20 | Bismarck to two and a half miles west of Smithville..... | 2.5 |
| | | 22.5 |

| Highway | Bituminous Surface Treatment | Miles |
|---------|--|-------|
| Q.E.W. | Niagara Falls to Fort Erie (east lane only)..... | 18 |
| 3 | Cayuga to Nelles Corners..... | 5.7 |
| 6 | Caledonia to Hagersville..... | 9.3 |
| | | 33.0 |

Bituminous Prime on Gravel Surfaces

| | |
|--|------|
| On Highways 52, 54, 97 and 99..... | 46.6 |
| Development Roads 52 and 97 northerly. | |

Crushed Gravel and Stone on Roads

| | |
|--|-------|
| On Highways 5, 6, 8, 24, 52, 54, 97, 99 and Q.E.W., 27,547 tons..... | 122.4 |
|--|-------|

Right of Way Fences Erected

| | |
|----------------------------------|----|
| On Highways 2, 5, 25 and 54..... | 33 |
|----------------------------------|----|

| | |
|--|--------------|
| Snow fences erected, dismantled and stored..... | 127 miles |
| Sand for winter maintenance..... | 1,720 tons |
| Salt used for de-icing roads..... | 4,050 tons |
| Calcium chloride used for dust-layer..... | 30 tons |
| Roads snowplowed and kept open..... | 599.83 miles |
| Equipment storage houses erected, number added 1950..... | 5 |
| Maintenance of roadside picnic places, total number..... | 50 |
| Maintenance of tables and benches in roadside places, total..... | 68 |
| Number added 1950..... | 22 |
| Maintenance of tables and benches in off-road parks, total..... | 24 |
| Number added 1950..... | 2 |
| Maintenance of off-road areas..... | 2 acres |
| Maintenance of snow hedges planted to date..... | 2 miles |
| Routine maintenance on King's highways..... | 599.83 miles |

DIVISION No. 5 — OWEN SOUND Construction

Grading, granular base and culverts were ninety percent completed on Highway 6 north of Arthur; 1.5 miles south of Hepworth was finished. On Highway 10, north of Brampton, 11 miles of bituminous surfacing was completed and north of this 1.87 miles of grading, granular base and culverts was sixty percent finished. On Highway 24 northeast of Guelph grading, granular base and culverts were commenced and the culverts finished and also south of Singhampton this type of work was completed; also on Highway 26, Meaford westerly, work of this type was ninety percent finished. On Highway 89, Alliston westerly, this kind of work was finished and covered with hot mix. On Highway 4 a 75-foot span rigid frame bridge was built and a 40-foot span on Highway 9, west of Orangeville. A 10-foot span concrete culvert was built in the village of Erin.

Maintenance

Bituminous road mix mulch was laid on Highway 24; shoulders were shaped on Highway 6, also on Highways 9, 21 and 24 for 50 miles; bituminous seed mulching was done on Highways 89 and 24. Gravel was crushed and stockpiled on Highways 6, 9, 24, 89 and 104. Bituminous prime was applied on 135 miles of highways. Roadside parks were improved by building stone fireplaces, sanitary arrangements and the area seeded. A new garage and paint shop building was commenced in Owen Sound.

Grading and Culverts

| | |
|--|------------|
| On Highway 24, five miles northeast of Guelph culverts, 6.5 miles; Hornings Mills—Redickville, 25 per cent culverts, 5 miles; Highway 26 Meaford West, 6.5 miles; Highway 6 junction of No. 21 Hepworth, 6 miles; Arthur northerly, 8 miles; Highway 24 south Singhampton, 5 miles; Highway 10, Sligo Hill north, 1.87 miles; and at Ballycroy, 0.8 miles finished in 1950, incomplete except Singhampton south approximately..... | 22.0 miles |
|--|------------|



Seven miles north of Hornings Mills on No. 24 Highway



New construction at Sligo Hill, No. 10 Highway

Granular Base (new grading)

| | |
|--|-------------|
| On Highways 6 and 21, Hepworth 1.5 miles; Highway 26 Meaford west 7 miles; Highway 6 Arthur north 8 miles; Highway 10 Sligo Hill north 1 mile; Highway 24 South Singhampton 5 miles; Highway 89 Alliston north 5.0 miles and at Ballycrocy 0.8 miles | 28.30 miles |
|--|-------------|

Gravelling Contracts

| | |
|---|-----------|
| On Highways 6, 24, 89 and Secondary Roads, 161,000 tons | 152 miles |
|---|-----------|

Bridges Built

| | |
|---|---|
| At Durham River and Humber River, 75-foot span and 40-foot span | 2 |
|---|---|

Highway Bituminous Hot Mix Pavement

| | |
|--------------------------------|------------|
| 89 Alliston westerly | 5.25 miles |
|--------------------------------|------------|

Bituminous Road Mix Mulch

| | |
|---|-----------|
| 24 Junction of Highways 10 and 24 northerly | 6.5 miles |
|---|-----------|

Bituminous Resurfacing of Old Pavements

| | |
|---------------------------------------|------------|
| 24 Stayner-Grey Simcoe Line | 13.0 miles |
| 10 Brampton northerly | 11.0 miles |
| | 24.0 |

Bituminous Prime on Gravel Surfaces

| | |
|--|-------------|
| On Highways 4, 6, 9, 21, 24, 51, 89 and 11 | 135.0 miles |
| Calcium dust-layer, 710 tons | 120 miles |
| Salt used for de-icing | 6,300 tons |

Right-of-way Fences Erected

| | |
|---|------------|
| Bruce county 6.6 miles, Dufferin 2.5 miles, Grey 1.7 miles, Peel 0.5 miles, Simcoe 0.5 miles, Wellington 2.8 miles, by department forces; Grey 11.55 miles, Wellington 14.45 miles, by contract | 40.6 miles |
|---|------------|

Snow Hedges Planted 1950

| | |
|--|-----------|
| Highway 9, Arthur to Orangeville | 2.2 miles |
|--|-----------|

Equipment Storage Houses

| | |
|----------------------------|---|
| 1950 Singhampton | 1 |
|----------------------------|---|

SCALE HOUSES—1950

| | |
|--|---|
| Junction of Highways 6 and 10, south of Owen Sound | 1 |
|--|---|

| | |
|--|--------------|
| Snow fences erected, dismantled and stored | 197.0 |
| Sand for winter maintenance | 9,200 tons |
| Salt used for de-icing roads | 6,300 tons |
| Calcium chloride used for dust layer, 710 tons | 120 miles |
| Roads snowplowed and kept open | 492.74 miles |
| Equipment storage houses erected, number added 1950 | 1 |
| Shrubs received from the D.H.O. nursery at Midhurst | 6,310 |
| Maintenance of roadside picnic places, total number | 70 |
| Maintenance of tables and benches in roadside picnic places | 139 |
| Maintenance of tables and benches in off-road parks, number added 1950 | 39 |
| Maintenance of off-road areas | 36.5 acres |
| Routine maintenance on King's highways | 492.74 miles |
| Maintenance of scale houses, number added 1950 | 1 |

DIVISION No. 6 — SHEPPARD AVENUE, TORONTO**Construction**

Grading, granular base, culvert and paving operations were carried out on Highway 11 from Hogg's Hollow to Newmarket. From the viaduct to Steel's Corners the boulevard was regraded. From Steel's Corners to Richmond Hill 5.12 miles of grading, granular base, storm sewers, curb and gutter construction



No. 11 Highway, just south of Thornhill—widening



Recently widened No. 11 Highway, just south of Thornhill

was completed and three-inch asphalt top on an eight-inch concrete base was laid to widen the pavement from 30 feet to 40 feet. Hot-mix pavement was also laid on Highway 11 north of Barrie and north from Richmond Hill. Regrading and granular base was placed on Highway 7 east of Langstaff, on two diversions at Erindale and Summerville on No. 5 and culvert construction completed on the latter and also on Highway 27 at Rowell and Schomberg. South of Orillia, Highway 12 was regraded, granular base placed and paved with hot mix. From Atherly to Orillia and north of Orillia for 3.15 miles was resurfaced with hot mix. A service road, west of Oshawa and south of Highway 2A was graded, granular base placed and surfaced with crushed gravel. The Q.E.W. was resurfaced with hot mix from Clarkson easterly for 3.98 miles and, where necessary, curb and gutter and dry stone walls built. Culvert construction commenced in 1949 on Highway 12 in Whitby, Reach, Brock, and Mara townships was completed and on Highway 47 one new culvert and one culvert extended in Uxbridge.

Maintenance

The usual maintenance was taken care of including cold patching on Highway 27 for 0.5 miles between Bond Head and Thornton. Bituminous road mix mulch was placed on Highway 47 from Stouffville northerly for 2.88 miles; from Uxbridge easterly for 5.95 miles and on a service road south of the Queen Elizabeth Way from Freeman's Corners to Highway 25. Highway 47 was surface treated from Lincolnville to Uxbridge. Crushed gravel surfaces were completed on Highway 47 and Highway 69 for a total of 19.6 miles; 51.91 miles of gravel surfaces were treated with bituminous prime and 225 tons of calcium chloride was spread on other gravel surfaces; 73,530.98 tons of crushed stone and gravel was placed on various highways. Necessary sodding and seeding was completed on Highways 12, 27 and 50. Ditching started in 1949 was completed on Highway 26 from Minesing to Stayner. Flashing lights were installed on Highway 5A, C.N.R. crossing at Kennedy Road.

Comment on the Use of Crude Crumb Rubber with H.L. 1

On Highway 11 north of Thornhill two miles of pavement was laid consisting of crude crumb rubber mixed with H.L. 1. This was designed to increase the elasticity and the co-efficient of surface friction and make a longer lasting pavement. This has been successfully used in Europe, the United States and Quebec province. The testing laboratory is watching this section of pavement closely and the results will be tabulated for future use.

| Highway | Grading and Culverts | Miles | Total Miles |
|-----------------------------------|---|-------|-------------|
| 2 | Regrading at Lansing cut-off. | .07 | |
| 2A | Grading service road, Whitby. | .58 | |
| 7 | Regrading Langstaff easterly. | 2.98 | |
| 11 | Regrading Steel's Corners north. | 5.12 | |
| 12 | Regrading vicinity of Orillia. | 2.59 | |
| 26 | Regrading and ditching Midhurst to Stayner. | 9.29 | |
| 5 | Grading and culverts, Erindale and Summerville. | 1.35 | |
| 27 | Grading and culverts, Rowell and Schomberg. | 1.91 | |
| 12 & 47 | Culverts—Whitby, Reach, Brock and Mara Townships and Uxbridge. .... | .... | 23.89 |
| Granular Base (grading) | | | |
| 5 | At Erindale and Summerville. | 1.16 | |
| 27 | At Rowell and Schomberg. | 1.90 | 3.06 |
| Granular Base (no grading) | | | |
| 2 | At Lansing cut-off. | .07 | |
| 2A | Service road, Whitby township. | .58 | |
| 2A | Ontario Hospital, Whitby. | .28 | |
| 5 | At Erindale and Summerville. | 1.16 | |
| 7 | Langstaff easterly. | 3.64 | |

| Highway | | Miles | Total |
|--|---|-----------------|-------|
| 11 | Steel's Corners northerly | 5.12 | |
| 11 | Richmond Hill | .32 | |
| 11 | At Eagle Street, Newmarket | .15 | |
| 12 | Vicinity of Orillia | 3.15 | |
| 27 | At Rowell and Schomberg | 1.90 | |
| 27 | Newton-Robinson north | 2.45 | |
| Q.E.W. | Service road, Burlington | 0.23 | |
| | | | 19.05 |
| Gravelling Contracts | | | |
| | On Highways 47, 69 and 103 | 19.62 | 19.62 |
| Concrete Base Asphaltic Top | | | |
| 11 | Steel's Corners northerly | 5.12 | 5.12 |
| Bituminous Hot Mix Pavement | | | |
| 2 | At Lansing cut-off | .07 | |
| 2A | Ontario Hospital, Whitby | .71 | |
| 7 | Langstaff easterly | 4.51 | |
| 11 | Richmond Hill | .49 | |
| 12 | Vicinity of Orillia | 3.15 | |
| 12 | Connecting link, Whitby | 1.08 | |
| 27 | Bell's Lake | .91 | |
| | | | 10.92 |
| Bituminous Road Mix Mulch | | | |
| 47 | Between Stouffville and Highway 12 | 8.83 | |
| Q.E.W. | Service road-Burlington | 1.00 | |
| | | | 9.83 |
| Bituminous Cold Mix Surface | | | |
| 27 | Isolated patches, Bond Head to Thornton | .50 | .50 |
| Bituminous Resurfacing of Old Pavements | | | |
| 2A | C.N.R. crossing, Pickering | .03 | |
| 11 | Richmond Hill north | 5.72 | |
| 11 | At Eagle Street, Newmarket | .17 | |
| 11 | Barrie, north and south | 7.12 | |
| 11 | Highway 27, connecting link Barrie | 1.22 | |
| 12 | Connecting link, Whitby | 1.08 | |
| 12 | Vicinity of Orillia | 3.22 | |
| Q.E.W. | Clarkson to Highway 10 | 3.98 | |
| | | | 22.54 |
| Bituminous Surface Treatment | | | |
| 47 | Lincolnton to Uxbridge | 9.00 | |
| 2A | Ontario Hospital, Whitby | 1.49 | |
| | | | 10.49 |
| Bituminous Prime on Gravel Surfaces | | | |
| | On Highways 9, 47, 50, 93, and 103 | 42.91 | |
| Second. | Port Severn to Honey Harbour | 9.0 | |
| | | | 51.91 |
| Calcium Dust Layer | | | |
| 69 | Atherly to Washago | 100 tons | |
| Crushed Gravel and Stone on Roads | | | |
| | On Highways 2, 2A, 5, 11, 12, 27 and Q.E.W., 23,281.71 tons stockpiled and 45,200.27 tons on roads. | | |
| Dev. | | | |
| Roads | On Highways 62 and 115, 5,049.00 tons stockpiled. | | |
| <hr/> | | | |
| | Right-of-way fences erected | 15.63 miles | |
| | Snow fences erected, dismantled and stored | 153.45 miles | |
| | Sand for winter maintenance | 106,196.00 tons | |
| | Salt used for de-icing roads | 10,669.00 tons | |

| | |
|---|--------------|
| Calcium chloride used for de-icing roads..... | 125 tons |
| Calcium chloride used for dust-layer..... | 100 tons |
| | 225 tons |
| Roads snowplowed and kept open..... | 611.50 miles |
| Shrubs received from the D.H.O. nursery at Midhurst, number..... | 5,695 |
| Maintenance of tables and benches in roadside places, total number..... | 112 |
| Number added 1950..... | 3 |
| Maintenance of tables and benches in roadside places, total number..... | 146 |
| Number added 1950..... | 3 |
| Maintenance of tables and benches in off-road parks, total number..... | nil |
| Maintenance of snow hedges planted to date..... | 3.30 miles |
| Routine maintenance on King's highways..... | 578.35 miles |
| Routine maintenance on secondary roads..... | 9.00 miles |
| Routine maintenance on development roads..... | 4.10 miles |

DIVISION No. 7 — PORT HOPE

Construction

During the year seven grading contracts were let of which five and a half miles of development roads and four miles on Highway 36 were completed, three totalling nine miles were begun, and two totalling 14 miles were not commenced. Highway 35 Rosedale to Coboconk for 7 miles and Highway 7 Norwood to Marmora for 17.6 miles were paved with hot mix asphalt, and the latter was completed to Trans-Canada standards. On Highway 2 hot mix resurfacing was laid for 17.2 miles, Colborne to Trenton section, and a base course laid on Highway 7, Peterborough to Fowlers Corners.

Twin bridges were built on Highway 36 over Otonabee River and one over Pigeon Creek on Highway 7A. All were concrete rigid frame structures and all completed except for hand rails and posts. Revisions in alignment and grades were carried out on all contracts with the exception of the seven miles resurfaced on Highway 7.

Maintenance

Ordinary maintenance was carried out according to the season—surface patching on older pavement, asphalt prime on gravel surfaces and calcium dust-layer on secondary roads. Weeds were cut several times and poison ivy sprayed with weed killer and some continuous spraying for ragweed in Prince Edward county; also guide rails were painted. Winter maintenance was done as usual but more chemicals were used and less sand, particularly in the southern section of the division. More mechanical loading and spreading equipment were used to speed up operation which decreased the hand work. There were fewer complaints than formerly and costs were not increased to any extent, despite higher labour and material costs. A system of night patrols was inaugurated on the more heavily travelled roads and this, in conjunction with the teletype, kept last-minute information available and permitted quick action when storms developed over night.

| Highway | Gravelling and Culverts | Miles | Total Miles |
|------------------|--|-------|-------------|
| 45 | Five miles north of Baltimore—Fenella..... | 5.0 | |
| 35 | Haliburton county line southerly..... | 4.0 | |
| 46 | Woodville northerly..... | 0.4 | |
| 7A | Bethany easterly and Cavan easterly..... | 0.6 | |
| 36 | Bobcaygeon to Nogies Creek (not started). | — | 10.0 |
| Second. Roads | | | |
| Burnt River | } Kinmount southerly..... | 3.0 | |
| Kinmount Rd. | | | |
| Bobcaygeon | } Bobcaygeon north to three miles north of Bobcaygeon..... | 1.5 | 4.5 |
| Kinmount | | | |



New grade construction, No. 45 Highway, south of Fenella



Tower Hill, No. 68 Highway, north of Whitefish Falls

| | | | |
|-------------------------|------|------|-------|
| Develop. Roads | | | |
| Campbellford } Stirling | 5.53 | 5.53 | |
| Hoard's Sta. } | | | 20.03 |

| | | | |
|---------|---------------------------------------|------|------|
| Highway | Granular Base (new grading) | | |
| 2 | Colborne to Trenton | 17.2 | |
| 7 | Norwood to Marmora | 17.6 | |
| 45 | Five miles north Baltimore to Fenella | 5.0 | |
| 35 | Haliburton county line southerly | 4.0 | |
| 46 | Woodville northerly | 0.4 | |
| 7A | Bethany easterly, total tons 266,700 | 0.6 | |
| | | | 44.8 |

| | | | |
|----------------------------------|---|-----|-----|
| Second. Roads | | | |
| Burnt River } Kinmount southerly | 3.0 | | |
| Kinmount } | | | |
| Bobcaygeon } | | | |
| Kinmount } | | | |
| | Bobcaygeon north two miles north Bobcaygeon, total tons 30,300 | 1.5 | 4.5 |

| | | | |
|--|------|------|-------|
| Develop. Roads | | | |
| Cambellford } Hoard's Station to Stirling, total tons 64,000 | 5.53 | 5.53 | |
| Stirling } | | | 54.83 |

Gravelling Contracts

| | | |
|---|------|------|
| On Highway 36, 700 tons—10 miles on 7A 20,000 tons—22 miles | | |
| Second. Roads 13,000 tons—12 miles, total tons 40,000 | 44.0 | 44.0 |

| | | |
|---------|--|--|
| Highway | Bridges Built (concrete) | |
| 35 | Lindsay-Bobcaygeon, twin bridges over Otonabee River, 77-foot spans. | |
| 7A | Bethany-Port Perry over Pigeon Creek, 30-foot span, number... 3 | |

Bituminous Hot Mix Pavement

| | | | |
|----|----------------------------|------|------|
| 7 | Norwood to Marmora | 17.6 | |
| 35 | Rosedale to Coboconk north | 7.0 | 24.6 |

Bituminous Road Mix Mulch

| | | | |
|------------------|---|-------|-------|
| 45 | Baltimore southerly-Fenella | 10.02 | |
| 28 | Lakefield North-Burleigh Falls | 2.4 | |
| 7A | Cavan village | 0.4 | |
| | Port Perry easterly | 3.0 | 15.82 |
| Second. Roads | Burnt River-Kinmount, Port Perry easterly | | 3.0 |
| | | | 18.82 |

Bituminous Resurfacing of Old Pavements

| | | | |
|---|-----------------------------------|------|------|
| 2 | Colborne to Trenton (on concrete) | 17.2 | |
| 7 | Peterborough to Fowler's Corners | 8.0 | 25.2 |

Bituminous Surface Treatment

| | | |
|---|--|------|
| On Highway 14 Belleville to Bloomfield, 4.0 miles; on Highway 28 Lakefield to Burleigh Falls, 10.6 miles; Burnt River road, 10.8 miles, total | | 25.4 |
|---|--|------|

Bituminous Prime on Gravel Surfaces

| | | |
|---|--|-------|
| On Highways 7, 7A, 30, 35, 36 and secondary roads | | 193.5 |
|---|--|-------|

Crushed Gravel and Stone on Roads

| | | |
|---------------------------------------|-------------|--|
| On Highway 46, stockpiled | 2,000 tons | |
| On secondary roads, partly stockpiled | 10,000 tons | |
| | 12,000 | |

Right of Way Fences Erected

| | |
|---|-------|
| On Highway 7 Sunderland Corners to Madoc, 27.12 miles; on Highway 28 Port Hope to Burleigh Falls, 0.2 miles; on Highway 35 Newcastle to Haliburton Boundary, 8.52 miles; on Highways 46 and 7 Coboconk, 2.08 miles; secondary roads, Bobcaygeon to Kinmount, 8.0 miles. | 45.92 |
|---|-------|

| | |
|---|--------------|
| Snow Fences erected, dismantled and stored. | 226.11 miles |
| Sand for winter maintenance. | 60,570 tons |
| Salt used for de-icing roads. | 3549.98 tons |
| Calcium chloride used for dust-layer. | 85.0 tons |
| Roads snowplowed and kept open. | 652.40 miles |
| Shrubs received from D.H.O. nursery at Midhurst. | 300 |
| Maintenance of roadside picnic places, number. | 62 |
| Maintenance of tables and benches in roadside places. | 81 |
| Maintenance of snow hedges 1950. | 0.5 miles |
| Routine maintenance on King's highways. | 551.3 miles |
| Routine maintenance on secondary roads. | 113.1 miles |
| Development roads built. | 28.33 miles |

DIVISION No. 8 — KINGSTON**Construction**

Grading was almost completed on 12.41 miles of highways and started on 14 miles of development roads, with 8.9 miles completed. Granular base was laid on 18 miles of Highway 38. Three muskegs were encountered where explosives were used and settlements from 36 feet to 53 feet obtained. Bituminous hot mix resurfacing was carried out for 20 miles on Highway 2 and 10 miles of base course on Highway 38 and 5.2 miles of gravel on secondary roads. A bridge was built over the Napanee River on Highway 2 and two other bridges commenced, one on Highway 42 and the other on Development Road 78. Right-of-way fences were erected on highways and development roads.

Maintenance

The unusual winter conditions caused damage to all highways during the spring break-up, necessitating a great deal of patching. Prime and dust layer were used on gravel roads and development roads. Guide rails were painted, weeds cut and shoulders kept in order, the latter being necessary due to narrow pavements and the large number of trucks using the highways. The usual winter maintenance was carried out and a large quantity of sand and salt used to improve the driving surfaces.

| Highway | Grading and Culverts | Miles | Total Miles |
|-------------------|--|-------|-------------|
| 15 | Elgin to Crosby north. | 6.32 | |
| 37 | One mile south of Roblin to Thomasburg. | 3.25 | |
| 41 | Sharp Corners to Roblindale. | 2.50 | 12.07 |
| Develop. Roads | | | |
| 97 | Marysville to Napanee. | 1.0 | |
| 107 | Merrickville to Kelley's Corner. | 1.0 | |
| 78 | Highway 7 to Hopetown (commenced in 1949). | 6.9 | 8.9 |
| | | | 20.97 |

Granular Base Laid (new grading)

| | | |
|----|--|------|
| 15 | Elgin to Crosby north, 12 inches to 18 inches. | 6.32 |
| 37 | South of Roslin to Thomasburg, 18 inches to 30 inches. | 3.25 |
| 41 | Sharp Corners to Roblindale, 8 inches to 12 inches. | 2.50 |

12.07



No. 2 Highway, old and new bridge at Napanee



No. 2 Highway showing the new bridge at Napanee

| Develop. Roads | | On Roads | Miles | Total Miles |
|-------------------|---|--------------|-------------|----------------|
| 97 | Marysville to Napanee, 8 inches to 18 inches. | 18,000 tons | | |
| 78 | Highway 7 to Hopetown (commenced in 1949). | 84,000 tons | | |
| | This year eight miles | 102,000 tons | 8.0 | 8.0 |
| | | | | 20.07 |
| | Granular Base Laid (No grading) | | | |
| 38 | Hartington to Tichborne. | 243,850 tons | 18.0 | |
| 2 | At Napanee Bridge approaches. | 3,000 tons | .1 | 18. |
| | | 246,850 tons | | |
| | Gravelling Contracts | Stockpiled | | |
| | On Highways 37 and 38. | 25,000 tons | 11,720 tons | 10.5 |
| | On Highway 58. | 3,160 tons | 12,340 tons | 12.4 |
| | | 28,160 tons | 24,060 tons | |
| | | | 42,220 tons | |
| Highway | Bridges Built | | | |
| 2 | At Napanee. | 1 | | |
| 42 | At Newboro. | 1 | | |
| Develop. Roads | | | | |
| 78 | Drummond township, Lanark County, Mississippi River, 202-foot span. | 1 | | |
| Highway | Bituminous Hot Mix Pavement | | | |
| 38 | Hartington to Hinchinbrooke, H.L. 4. | 14,700 tons | | 10.0 |
| Second. Roads | Bituminous Road Mix Mulch | | | |
| | Highway 7 northerly. | 8,200 tons | | 5.2 |
| Second. Roads | Bituminous Cold Mix Surface | | | |
| | Highway 7, 1,000 tons; Highway 38, 500 tons, total. | 1,500 tons | | |
| | Clarendon Road. | 50 tons | | |
| | | 1,550 tons | | |
| Highway | Bituminous Resurfacing of Old Pavement | | | |
| 2 | Kingston easterly on hot mix—H.L. 6. | 3,700 tons | | |
| | H.L. 1. | 10,200 tons | 10.0 | |
| | West of Brockville on concrete—H.L. 5 and | | | |
| | East of Brockville on hot mix—H.L. 1. | 23,430 tons | 10.0 | |
| | | 37,330 tons | 20.0 | |
| | Bituminous Prime on Gravel Surfaces | | | |
| | On Highways 38, 37, 41, 2, 96 and Secondary Roads, 123,060 gallons. | | 43.4 | |
| | Calcium Dust Layer | | | |
| | Highway 15 Elgin to Crosby north, 100 tons on 7 miles, Highway 38 Hartington to Tichborne, 100 tons on 18 miles; Highway 41 Sharp Corners to Roblindale, 25 tons on 4 miles; Highway 37 Roslin to Thomasburg, 40 tons on 4 miles; Highways 95 and 96 on Wolfe Island, 110 tons on 25 miles; Highway 2 east and west of Brockville, 90 tons on 10 miles; general shoulder consolidation, 200 tons, total 895 tons. | | 68 | 111.4 |
| Develop. Roads | Crushed Gravel and Stone on Roads | | | |
| | Smiths Falls to North Gower, 3,000 tons. | | 19 | |
| Highway | Right of Way Fences Erected | | | |
| 2 | Three miles west of Kingston, one side, .2 miles; Highway 15 Elgin to Crosby, both sides, 13.5 miles. | | | |

| | Miles | Total Miles |
|---|-------|-------------|
| Highway 37 Roslin to Thomasburg, both sides, 6.45 miles; Highway 42 south of Forfar, both sides, 4.5 miles. | | |
| 41 Sharp's Corners northerly, both sides, 2 miles. | 26.65 | |
| Develop. Roads | | |
| 78 Highway 7 to Hopetown, 8.66 miles; Highway 78 on diversion at Mississippi River. | 9.06 | 35.71 |
| Snow fences erected, dismantled and stored. | | 133.0 miles |
| Sand for winter maintenance. | | 53,355 tons |
| Salt used for de-icing roads. | | 5,540 tons |
| Roads snowplowed and kept open. | | 590.2 miles |
| Equipment storage houses erected, Number added 1950. | | 1 |
| Maintenance of roadside picnic places, total number. | | 52 |
| Number added 1950. | | nil |
| Maintenance of tables and benches in roadside places, total. | | 63 |
| (If only one to place should be same number added 1950 same as picnic places). | | nil |
| Maintenance of tables and benches in off-road parks, total number. | | 175 |
| Number added 1950. | | nil |
| Maintenance of off-road areas. | | 177 acres |
| Routine maintenance on King's Highways. | | 584.7 miles |
| Routine maintenance on Secondary Roads. | | 5.5 miles |
| Development Roads built. | | 9.0 miles |

DIVISION No. 9 — OTTAWA

Construction

On Highway 17 for $2\frac{1}{2}$ miles east of Haley, granular base was laid and covered with a base course of H.L. 5 and work was commenced on a $2\frac{1}{2}$ mile revision west of Renfrew. On Highway 29, Almonte to Pakenham, 11 miles of new grade was paved with asphalt. On Highway 44, Almonte easterly for $6\frac{1}{2}$ miles most of the rock work was completed. On Highway 31 for 8 miles north from Carleton county boundary an asphalt base course was laid and 2.8 miles surfaced with asphalt. On Highway 2, Iroquois to Johnstown 1.3 miles were completed and paved with asphalt. On Highway 43, Monkland to Finch, a Class C grade and alignment was completed for 4.4 miles. Highway 17 was improved in Orleans village for 0.1 miles and covered with an asphaltic base course. On secondary roads in the Calabogie area revisions were made to Class C standards. Work was done on the Trans-Canada Highway in Russell county and when completed can serve a revision of or alternative to present Highway 17. Along the Ottawa River, east of Green's Creek for a mile, trouble was caused by slides. A large quantity of rip-rap was placed to prevent further trouble. From 11 miles east of Green's Creek for 6 miles grading is completed and 4.8 miles covered with granular base. The new bridge at Chesterville on Highway 43 greatly improved alignment and replaced an old inadequate structure.

Maintenance

On Highway 17, between Renfrew and Haley, 3 miles of asphaltic base course was laid on old concrete. On Highway 2, Iroquois to Johnstown for 9.6 miles, old asphalt pavement, and on Highway 34 from Alexandria north for 10 miles, old concrete pavement was resurfaced with asphalt. Bituminous prime was applied on highways and secondary roads and bituminous patching carried out on Highways 2, 15 and 17. On Highways 43 and 44, 12 miles were surface treated and 6 miles of plant mix mulch laid on secondary roads in the Calabogie area. Use of chemicals was increased, due to severe ice conditions. The 24-hour road report service was operated all winter and the teletype system was of great assistance.

| | | Grading and Culverts | | | |
|----------|--|----------------------|---------------|----------------|------|
| Highway | | | Miles 1950 | Total Miles | |
| | | | | | |
| T.-C.H. | From 5 miles east of Green's Creek easterly. | | 0.8 | 5.0 | |
| | From 11 miles east of Green's Creek to east of Rockland. | | 6.0 | 6.0 | |
| 43 | Finch to Monkland. | | 4.9 | 4.9 | |
| 2 | Johnstown to Iroquois. | | 1.3 | 1.3 | |
| 17 | Renfrew to Haley. | | 0.2 | 0.2 | |
| 44 | Almonte easterly. | | 0.1 | 0.1 | |
| 17 | Orleans. | | 0.1 | 13.4 | 17.6 |
| Second. | | | | | |
| Roads | Calabogie to Burnstown. | | 0.2 | 0.6 | |
| | Calabogie to Brightside. | | 0.7 | 0.7 | |
| | | | | 0.9 | 1.3 |
| Develop. | | | | | |
| Roads | Union Hall easterly. | | 1.5 | 2.5 | |
| | Bellany Road easterly. | | 4.0 | 4.0 | |
| | Stanley Corners north-easterly. | | 1.0 | 6.5 | 7.5 |
| | | | | 20.8 | 26.4 |

| | | Granular Base (new grading) | | | |
|----------------|--|-----------------------------|---------|-------|------|
| T.-C.H. | | | Tons | Miles | |
| | | | | | |
| | From 11 miles east of Green's Creek to east of Rockland: | | | | |
| | Sand cushion, nine inches. | 87,000 | | 4.8 | |
| | Granular base A, seven inches. | 17,000 | | 3.8 | |
| 3 | Finch to Monkland: | | | | |
| | Granular base B, 1.5 feet, 4 feet, 5 inches. | 108,550 | | 4.9 | |
| | Granular base A, 3 inches. | 11,380 | | 4.9 | |
| | Five-eighths-inch crushed gravel, 1 inch. | 5,270 | | 4.4 | |
| | Johnstown to Iroquois, granular base, 12 inches. | 10,600 | | 1.3 | |
| | | 239,800 | | 24.1 | |
| Second. | | | | | |
| Roads | Calabogie to Burnstown, granular base B, 1.5 inches. . . | 1,300 | | 0.2 | |
| | Calabogie to Brightside, granular base B, 1.5 inches. . . | 4,500 | | 0.7 | |
| | | 5,800 | 5,800 | 0.9 | 0.9 |
| Develop. | | | | | |
| Roads | Union Hall easterly, pit-run and $\frac{5}{8}$ -inch crushed. | 6,156 | | 1.6 | |
| | Bellany Road, pit-run and $\frac{5}{8}$ -inch crushed. | 5,005 | | 4.0 | |
| | Stanley Corners northeasterly, pit-run and $\frac{5}{8}$ -inch crushed. | 9,064 | | 2.5 | |
| | | 20,225 | 20,225 | 8.1 | 8.1 |
| Total. | | | 265,825 | | 33.1 |

| Highway | | Granular Base (no grading) | | | |
|---------|--|----------------------------|--|-----|------|
| 17 | Renfrew to Haley. | 25,458 | | 2.5 | |
| 34 | Alexandria to McCrimmon's Corners. | 7,495 | | 3.3 | |
| | | 32,953 | | 5.8 | 38.9 |

| Gravelling Contracts | | | |
|--------------------------|------------|--------|--------|
| Secondary Roads. | Stockpiled | 17,000 | |
| | On roads | 9,000 | 26,000 |

| Bridges Built | |
|---------------|--|
| 34 | Chesterville bridge |
| 17 | Two 24-inch arch culverts near Rockland, total 3 |

| Bituminous Hot Mix Pavement | | | |
|-----------------------------|-------------------------------|-------|----------------|
| | | Miles | Total Miles |
| 31 | Carleton county line. | 3.0 | |
| 29 | Almonte to Pakenham. | 11.0 | 14.0 |

| | | Miles | Total Miles |
|--|--|-------|--------------|
| Bituminous Cold Mix Surface | | | |
| B | Calabogie to Burnstown..... | 4.5 | |
| B | Calabogie to Brightside..... | 1.5 | 6.0 |
| Bituminous Resurfacing of Old Pavements | | | |
| 34 | Alexandria to McCrimmon's Corners, old concrete..... | 10.0 | |
| 2 | Johnstown to Iroquois, old asphalt..... | 10.9 | |
| 17 | Renfrew to Haley, base only concrete..... | 5.3 | 26.2 |
| Bituminous Surface Treatment | | | |
| 34 | Alexandria to Monkland..... | 6.0 | |
| 44 | Junction 17, southeasterly..... | 6.0 | 12.0 |
| Bituminous Prime on Gravel | | | |
| On Highway 17, Trans-Canada five miles; Highway 31, eight miles; Highway 29, nine miles; Highway 43, seven miles; Highway 44, six miles..... | | 35.0 | 35.0 |
| Second. Roads | Burnstown-Black Donald, twenty-four miles; Calabogie-Brightside, nineteen miles..... | 43.0 | 43.0 |
| | | | 78.0 |
| Calcium used for de-icing..... | | | 222 tons |
| Salt used for de-icing..... | | | 5,557 tons |
| Second. Roads | Salt used for de-icing..... | | 117 tons |
| | | | 5,674 tons |
| Crushed Gravel and Stone on Roads | | | |
| Second. Roads | Calabogie area..... | | 26,000 tons |
| Right-of-way fences erected..... | | | 23 miles |
| Snow fences erected, dismantled and stored..... | | | 170 miles |
| Sand for winter maintenance..... | | | 2,472 tons |
| Salt used for de-icing roads..... | | | 5,674 tons |
| Calcium chloride used for de-icing..... | | | 222 tons |
| Roads snowplowed and kept open..... | | | 505 miles |
| Shrubs received from the D.H.O. nursery at Midhurst, number..... | | | 250 |
| Maintenance of roadside picnic places, total number..... | | | 40 |
| Number added, 1950..... | | | 2 |
| Maintenance of tables and benches in roadside places, total number..... | | | 93 |
| Number added, 1950..... | | | 2 |
| Maintenance of tables and benches in off-road parks, total number..... | | | 27 |
| Maintenance of off-road areas..... | | | 15 acres |
| Routine maintenance on King's highways..... | | | 462.58 miles |
| Routine maintenance on secondary roads..... | | | 43.0 miles |
| Development roads built..... | | | 9.1 miles |

DIVISION No. 10 — BANCROFT

Construction

Four grading contracts were let on Highway 62 from Highway 7 north. One was completed and two of the other three will be completed in early summer of 1951, in time to allow pavement to be laid the same year. This will complete the reconstruction of the grade and pavement on same between Madoc and Bancroft. All pavement was mulch laid down by division forces.

On Highway 41, north from Highway 7, two stretches of road of approximately seven miles each were improved by division forces and mulch pavement laid on same. As mulch pavement was also laid by division forces on the reconstructed road from Pembroke South towards Eganville, the pavement is now continuous from Highway 7 at Kaladar to Pembroke, a distance of over 100 miles.

Grading contracts let in this division during the past two years will have eliminated the three locations where extremely bad grades existed, all on Highway 62, and will have resulted in an immense improvement in road conditions in this part of the country.

Maintenance

Teletype was installed in the Bancroft office during the winter and has proven of immense benefit, not only for reporting on road conditions but for inter-communications with other parts of the highway system.

The principle of the general use of primed surfaces on practically all gravel roads was continued and resulted as in previous years of providing a satisfactory dust-proof road throughout the whole division. With the large amount of mulch pavement being laid mileages heretofore primed are being rapidly reduced and priming will in a few more years not be a factor of importance.

These operations are also allowing a more stabilised maintenance procedure and reduction in costs.

The use of raw salt for ice control was considerably expanded and much information and useful experience on this technique were accumulated so that this method will be better understood and no doubt largely extended during the next few years.

A modern fire-proof building of four bays was erected during the winter at Barrys Bay for the purpose of housing and repairing winter equipment. This was constructed by division forces and is of concrete block, steel roof truss, etc., construction. One bay is partitioned off and this is of two stories, the top one being living quarters for operating personnel.

| Highway | Grading and Culverts | Miles | Total |
|--|---|-------------------------------|--------------------|
| | | 1950 | |
| 62 | Green's Corners, two miles north..... | 1.87 | 1.87 |
| | Eldorado to Bannockburn..... | 3.0 | 3.7 |
| | Bancroft, three miles south..... | 2.0 | 3.0 |
| | 3.6 miles, south Maynooth to 2.5 east Maynooth..... | 1.33 | 6.1 |
| Culverts Only | | | |
| 60 & 62 | Various locations (commenced 1949)..... | 3.0 | 12.0 |
| 60 | Algonquin Park headquarters to Whitney..... | 5.0 | 20.0 |
| | | 16.20 | 46.67 |
| Develop. Roads | | | |
| 16 | Calabogie to Opeonge..... | 4.0 | 4.0 |
| 17 | Coe Hill to two miles east..... | 3.0 | 4.0 |
| 14 | Eganville to Pembroke..... | | |
| 52 | Eganville to Hyndford..... | 4.0 | |
| 61 | Clarendon to Snow Road..... | 4.5 | 4.5 |
| 72 | Quadville to Hardwood Lake..... | 4.0 | 6.5 |
| 64 | Brudenell to Quadville..... | 10.0 | 12.5 |
| 67 | Dacre to Shamrock-Renfrew..... | .5 | |
| 101 | Brudenell Boundary-Grattan boundary..... | | 10.0 |
| 117 | Combermere to Rockingham..... | 4.0 | |
| 51 | Douglas to Kellet's Corners..... | 4.7 | |
| 86 | Denby to Plenva..... | 1.0 | |
| | | 39.7 | 41.5 |
| Granular Base Laid on New Grading | | | |
| | Tons 1950 | Total Required | |
| 62 | Green's Corners to two miles north..... | A 7,000 1' B, 4" A | A 7,000 |
| | | B 11,000 cu. yds. | B 11,000 cu. yds. |
| | Eldorado to Bannockburn... | A 8,000 (incomplete) | A' 8,000 tons |
| | Bancroft, three miles south... | B 5,000 cu. yds. (incomplete) | B 18' A14,000 tons |
| | 3.6 miles south of Bancroft, | | B28,000 cu. yds. |
| | 2.5 miles east of Maynooth | B 2,000 cu. yds. (incomplete) | B 1' A 3,000 tons |
| | | | B48,000 cu. yds. |

Granular Base (no grading)

| | | Miles 1950 | | Total Miles |
|----|-----------------------------|---------------|-----------------|----------------|
| 41 | Cloyne to Denbigh | 9.9 | 35,546 cu. yds. | 9.9 |

Gravelling Contracts

| | | | Tons |
|----|--|--|--------|
| 41 | Cloyne to Denbigh, stockpiled | | 9,000 |
| | Cloyne to Denbigh, windrowed for mulch | | 21,000 |
| 62 | Bancroft to Maynooth, stockpiled | | 20,000 |

50,000

Bituminous Road Mix Mulch Surface

| | | Miles |
|----|---|-------|
| 41 | Cloyne to Denbigh | 13.55 |
| | South Millbridge to north Millbridge | 8.35 |
| | 9.5 miles north of Bancroft, 11.5 miles north of Bancroft | 2.0 |
| | | 23.90 |

Develop.
Roads

| | | |
|----|---------------------------------|------|
| 14 | Eganville to Pembroke | 15.0 |
| | | 38.9 |

Bituminous Resurfacing of Old Pavements

| | | |
|----|---|-----|
| 41 | Resurfaced old mulch with new mulch, north of Kaladar, 1,500 tons | 1.0 |
|----|---|-----|

Bituminous Surface Treatment

| | | |
|----|--|------|
| 62 | Round Lake to Pembroke | 14.5 |
| 62 | Madoc—one mile north of Eldorado | 7.3 |
| 62 | Millbridge to 3.2 miles north | 3.2 |
| 41 | Cloyne to Denbigh | 15.7 |
| 28 | Burleigh to Apsley | 5.1 |
| | | 45.8 |
| 51 | Douglas to Highway 17 | 8.2 |
| 24 | Eganville to 7.8 miles north | 7.8 |
| | | 16.0 |

Bituminous Prime on Gravel Surfaces

| | |
|---|--------------|
| On Highways 28, 62, 41, 203, 205, 206, 207, 208, 209, 212, 213, 215 and 217 | 228.73 miles |
| Pembroke—Eganville, 15 miles | |

Crushed Gravel and Stone on Roads

| | |
|--|-------------|
| On Highways 41, 62 and development roads, stockpiled | 69,500 tons |
|--|-------------|

Calcium Chloride for De-icing Roads

| | |
|------------------------------|------------|
| Capping sand piles | 50 tons |
| Dust layer | 56.97 tons |

Salt used for De-icing Roads

| | |
|---|--------------|
| Highways 62, 60, 41, 14, 28 and 7, Secondary Roads No. 201, 203, 205, 206, 207, 208, 209, 212, 213, 214, 215, 216 and 217 | 1,880 tons |
| Equipment storage houses, added 1950 | 2 |
| Right-of-way fence, erected | 10.80 miles |
| Snow fences erected, dismantled and stored | 20.35 miles |
| Sand for winter maintenance | 23,015 tons |
| Calcium chloride used for de-icing roads | 50 tons |
| Calcium chloride used for dust-layer | 56.97 |
| Roads snowplowed and kept open | 178 miles |
| Equipment storage houses erected, number added, 1950 | 2 |
| Maintenance of roadside picnic places, total number | 10 |
| Maintenance of tables and benches in roadside places, total number | 24 |
| Maintenance of tables and benches in off-road parks, total number | 70 |
| Maintenance of off-road areas | 82 acres |
| Routine maintenance on King's highways | 349 miles |
| Routine Maintenance of secondary roads | 201.45 miles |
| Development roads built | 39.7 miles |



Re-location of No. 11 Highway, south of Bracebridge



Recently completed diversion showing zone painting, No. 11 Highway, north of Gravenhurst.

DIVISION No. 11 — HUNTSVILLE

Construction

No exceptional difficulties were encountered during the year under review. With the conversion of an increasing number of industrial plants and financial offices to a five-day week, the traffic on week-ends showed a large increase, which caused some disruption of construction operations on Saturdays. The consummation of the Trans-Canada Highway agreement, which took place during the year, resulted in the beginning of construction operations on this project. The outbreak of hostilities in Korea and the resultant stockpiling of materials caused shortage of some materials, particularly steel, which occasioned delays in the culvert and bridge construction programme. During the year, increases in the amount of mechanical equipment resulted in better efficiency and more prompt maintenance operation. This was particularly true with regard to winter maintenance, where snowplowing and sanding operations were more prompt and efficient, due to increase in the number of machines. Increased use was made of salt for ice removal instead of the application of sand. It is felt that this proved economical and was more satisfactory to the travelling public.

The railway strike, which occurred during the year, caused a very large increase in the amount of transport traffic for the duration of the strike. This increase was reflected in increased maintenance operations during and immediately after the strike.

| Highway | Grading and Culverts | Miles |
|---------|--|-------|
| 11 | Gravenhurst-South Falls 5.0 miles, South Falls-High Falls, 4.2 miles, High Falls 10 miles south of Huntsville .38 miles..... | 9.58 |
| 69 | Britt-Bekanon 1.35 miles, Bekanon North-French River 7.08 miles..... | 8.43 |
| | | 18.01 |

Second.
Roads

Burk's Falls-Parry Sound

| | |
|---|------|
| Waubamik Southerly .90 miles, Haliburton-Wilberforce 1.93 miles, Gooderham-Tory Hill 3.0 miles, Wilberforce-Harcourt 2.0 miles..... | 7.83 |
| McKellar-Inholme 1.0 miles, Bearnard Lake North 1.0 miles, Katrine-Doe Lake 1 mile, Old Nipissing Road-Magnetawan 1.0 mile, Highway 69-Shebeshekong River 2.0 miles, Rosseau to south boundary Humphrey Township 3.0 miles, Rose Point-Depot Harbour 1.0 mile, three diversions Snowden township .80 mile, Haliburton southerly 1.5 miles, Housey Rapids southerly 2.0 miles, Oakley-Draper Road-Muskoka Falls 3.0 miles, Skeleton Lake-Rosseau Road 2.0 miles, South Portage-Franklin and Brunel townships 4 miles. Total..... | 23.3 |

Highway

Granular Base (new grading)

| | | |
|----|--|-------|
| 11 | Gravenhurst-South Falls 2.20 miles, South Falls-High Falls 3.0 miles | |
| 69 | Britt-Bekanon 1.35 miles..... | 6.55 |
| | Gooderham-Tory Hill 3.0 miles, Wilberforce-Harcourt 2.0 miles, Burks Falls-Parry Sound, Waubamik Southerly .90 miles, Haliburton-Wilberforce 1.93 miles..... | 7.83 |
| | | 14.38 |

Granular Base (no grading)

| | | |
|------------------|---|-------|
| 11 | Emsdale-Sundridge..... | 5.61 |
| Second. Roads | Haliburton-Eagle Lake .50 miles, Sundridge-Magnetawan 6.23 miles, Burk's Falls-Magnetawan 4.00 miles..... | 10.73 |
| | | 16.34 |
| | | 30.72 |

Second.
Roads

Gravelling Contracts

| | | |
|---|----|--------|
| Minden-Haliburton-Essonville 12 miles, Burk's Falls-Parry Sound Road-McKellar-Dunchurch 14 miles, Interlaken Road 60-Interlaken 10 miles, Kinmount-Highland Grove Road and Gooderham-Highland Grove 24 miles..... | 60 | 60,019 |
|---|----|--------|

| | | Bridges Built | | | |
|---------|----|--|-------------|---------------|--------|
| Highway | 35 | One mile north of Minden over Gull River, commenced 1949 | 1 | | |
| Second. | | | | | |
| Roads | | Falkenburg-Rosseau-Parry Sound over Rosseau River | 1 | | 2 |
| | | | | | |
| Highway | | Bituminous Road Mix Mulch | Miles | Miles | |
| 11 | | Gravenhurst-South Falls 5.5 miles, South River-Northerly 0.50 miles | 6.0 | | |
| Second. | | | | | |
| Roads | | Sundridge-Magnetawan Road 14.0 miles, Burk's Falls-Magnetawan Road 8.0 miles, Haliburton-Eagle Lake road 0.5 miles | 22.5 | | 28.5 |
| | | | | | |
| Highway | | Bituminous Resurfacing of Old Pavements | | | |
| 11 | | Novar-South River 7.0 miles, Novar-Bracebridge 3.0 miles | | | |
| 60 | | Huntsville-Dwight 1.31 miles | 11.31 | | |
| Second. | | | | | |
| Roads | | Huntsville-Baysville | 1.67 | | 12.98 |
| | | | | | |
| Highway | | Bituminous Surface Treatment | | | |
| 11 | | Severn-Gravenhurst 11.0 miles, Huntsville 14 miles, South 7.5 miles, South River-North 2.75 miles, South Himsworth township south boundary southerly 0.5 miles | 21.75 | | |
| Second. | | | | | |
| Roads | | Minden-Kinmount 10.0 miles, Haliburton-Eagle Lake 8.5 miles, Falkenburg-Rosseau-Parry Sound road 19.3 miles, Highway 11 to Windermere 5.0 miles | 42.8 | | 64.55 |
| | | | | | |
| Highway | | Bituminous Prime on Gravel Surfaces | | | |
| 11 | | Gravenhurst-South Falls 5.6 miles, Highway 69 Glen Orchard-Britt 51.0 miles | 56.6 | | |
| | | Secondary roads | 104.5 | | 161.1 |
| | | | | | |
| | | Calcium Dust Layer | | | |
| | | Highways and secondary roads | 297.0 tons | | 104.49 |
| | | Salt used for de-icing highways and secondary roads . . | 3643.5 tons | | 663.8 |
| | | Crushed gravel and stone on roads, Highway 69 | 2,246 tons | | |
| | | Crushed gravel, secondary roads | 20,700 tons | | |
| | | Crushed gravel, development roads | 35,000 tons | | 37,246 |
| | | | | | |
| | | Right of Way Fences Erected | | | |
| 69 | | Britt-Bekanon | 2.74 | | |
| 11 | | Severn-South Falls | 3.91 | | 6.65 |
| | | | | | |
| | | Snow fences erected, dismantled and stored | | 38.752 miles | |
| | | Sand for winter maintenance | | 45,980.2 tons | |
| | | Salt used for de-icing roads | | 3,643.5 tons | |
| | | Roads snowplowed and kept open | | 683.8 miles | |
| | | Maintenance of roadside picnic places, total number | | 27 | |
| | | Maintenance of tables and benches in roadside places, total number | | 28 | |
| | | Number added 1950 | | 2 | |
| | | Maintenance of tables and benches in off-road parks, total number | | 104 | |
| | | Number added 1950 | | 25 | |
| | | Maintenance of off-road areas | | 40 acres | |
| | | Routine maintenance on King's Highways | | 288.16 miles | |
| | | Routine maintenance on secondary roads | | 366.8 miles | |
| | | Routine maintenance on development roads | | 20 miles | |

DIVISION No. 13 — NORTH BAY

Construction

Highway 17 was paved from Sturgeon Falls to Hagar for 24.38 miles, also Highway 17 from North Bay westerly to Laronde Creek was completed and a mulch surface applied. A new crossing of the C.N.R. with flashing light protection



Seeding along new construction, west of North Bay, No. 17 Highway



No. 17 Highway, just east of Mattawa

was installed. When the diversion through Sturgeon Falls is finished and the bridge built over the Sturgeon River, Highway 17 will be completely paved in this division. The contract for this bridge has been let but construction has been delayed due to the material situation. A section of Highway 11 about a half mile south of Callander was diverted, eliminating an 11 percent grade at Burford Hill.

Work was commenced on a 2.6 mile section of the North Bay by-pass. Good progress has been made.

It was necessary to divert Highway 63 due to the Hydro La Cave development, five miles north of Mattawa, which will flood the old road at this point. The cost will be distributed about evenly between the Hydro and this department. Granular base was laid on Highway 63 between Fergus and Redbridge for 4.98 miles, which should prevent this road from breaking up in the spring. It is hoped to mulch this section in 1951.

Grading of the connecting link between Lavigne and Noelville was completed for 2.2 miles. Two bridges each with a span of 150 feet were built, using the steel truss spans from the Vermillion River, Sudbury district, over the north and south channels of the West Arms of Lake Nipissing. This section was opened for traffic by the Hon. Mr. Doucett on August 15, 1950.

A grading contract was let on the Hagar-St. Charles Road for .57 miles; a creosoted timber trestle was built over the Nepewassi River by department forces, eliminating long detours when old bridge was flooded.

Concrete structures are preferred on King's highways but on other roads native timber bridges, which last only a few years, have been built. Creosoted structures are now being built, which are more suitable for present day traffic and have given good service in this area.

Maintenance

Winter sanding operations were speeded up by the use of several front-end loaders at the various stock piles of sand. The loaders were on call for 24 hours each day. Salt was increased from 100 pounds to 150 pounds per cubic yard. The increase did not give the results hoped for so 100 pounds will be used in the future. A contract for 35,000 tons of screened sand was let last fall. This proved to be ideal for icy surfaces. It is free-flowing and prevents breakages caused by stones in pit-run material. If the roads are properly sanded motorists will travel regardless of weather conditions and this is why maintenance crews are organized on a 24-hour basis.

The heavy graders proved satisfactory and saw-toothed blades were used occasionally to cut out ruts in packed snow.

Weed spraying was done on a large scale and this is now part of the maintenance programme.

Dust-layer was applied on heavily travelled gravel roads.

| Highway | Grading and Culverts | Miles |
|---------|---|-------|
| 17 | North Bay to Laronde Creek (commenced 1949) | 4.7 |
| 17 | Sturgeon Falls to Cache Bay | 1.94 |
| 11 | Callander south Burford Hill diversion | 1.04 |
| 11 | North Bay by-pass, rough grading 1.0 miles | 1.0 |
| 63 | Temiskaming south 2.9 miles—50% Department, 50% Hydro | 1.45 |
| | | 9.13 |
| Second. | | |
| Roads | West Arm—Monetville (commenced 1949) | 2.2 |
| | Hagar—St. Charles, rough grading | .57 |
| | Port Loring—Loring | .10 |
| | | 2.30 |

| Highway | Granular Base (new grading) | Depth |
|------------------|--|----------|
| 11 | Callander south-Burford Hill diversion | 1.0 feet |
| 17 | North Bay-Laronde Creek | 1.5 feet |
| 17 | Sturgeon Falls-Cache Bay | 1.5 feet |
| 63 | Temiskaming south | 1.5 feet |
| Second. Roads | West Arm to Monetville | 2.0 feet |
| | Hagar to St. Charles | 1.0 feet |

| Highway | Granular Base (no grading) | Tons | Miles |
|------------------|--|---------|-------|
| 17 | North Bay westerly | 13,226 | 1.2 |
| 17 | Cache Bay to Hagar (commenced in 1949) | 112,818 | 22.13 |
| 63 | Feronia to Redbridge | 86,012 | 4.98 |
| 64 | Sturgeon Falls to Field (commenced 1949) | 33,380 | 2.40 |
| | | 245,436 | 30.71 |
| Second. Roads | Verner easterly (originally No. 17 reverted to township) | 14,240 | 1.30 |

Gravelling Contracts

| | | | |
|----|---|--------|--------|
| 11 | On Highways 11 and 17 and secondary roads | 94,278 | 119.72 |
|----|---|--------|--------|

Concrete Culverts

| | | | |
|----|---|--|---|
| 11 | South of Callander: One-3' x 3'-180'; one-6' x 4'-145' | | |
| 63 | North River to Widdifield township: One double 20' x 6'-60' | | |
| 64 | North of Sturgeon Falls: One 8' x 4'-54'; one 5' x 4'-48'; one-12' x 5'-80' | | |
| | —total number | | 6 |

Second. Bridges

| | | | |
|-------|--|--|---|
| Roads | Township of Gibbons, over McCarty Creek, timber trestle, seven spans 16'0", two spans 13'6"; Appleby township, over Nepewassi River, nine spans 16'0", two spans 13'6", timber trestle; Haddo township over north and south branch Western Bay, Lake Nipissing, steel truss 152' 6"—total number | | 4 |
|-------|--|--|---|

Bituminous Hot Mix Pavement

| | | |
|------------------|-------------------------|-------|
| 17 | Sturgeon Falls to Hagar | 24.38 |
| 17 | North Bay westerly | .81 |
| | | 25.19 |
| Second. Roads | Village of Noelville | .31 |
| | | 25.5 |

Bituminous Road Mix Mulch Surface

| | | |
|------------------|--|-------|
| 11 | Callander south | 1.04 |
| 17 | North Bay westerly | 5.20 |
| 17 | Pembroke connecting link | 1.20 |
| 63 | Jocko River bridge approaches | .20 |
| | | 7.64 |
| Second. Roads | Mattawa-Le Cave, including Main Street in Mattawa and two miles north of Antoine Creek carried out for Hydro | 5.50 |
| | | 13.14 |

Bituminous Prime on Gravel Surfaces

| | | |
|--|--|-------|
| | On Highway 17 Cache Bay to Hagar 22.13 miles; on Highway 17 North Bay westerly 2.70 miles; on Highway 64 Sturgeon Falls to Highway 11 32.15 miles, and secondary roads, Mattawa to Le Cave | 62.18 |
|--|--|-------|

Calcium Dust Layer

| | | | |
|--|--------------------|----------|-------|
| | On secondary roads | 840 tons | 149.5 |
|--|--------------------|----------|-------|

Salt Used for De-icing Roads (rock salt only)

| | | | |
|----|--|------------|-------|
| 11 | On Highways 11, 17, 63, 64, 94 and secondary roads | 2,372 tons | 356.3 |
|----|--|------------|-------|

Crushed Gravel and Stone on Roads

On Highways 11, 17, 64, 94 and secondary roads. 54,442 tons

Right of Way Fences Erected

On Highway 17 Sturgeon Falls to Hagar, Colton Lake-Pembroke, North Bay-Rutherglen, North Bay-Temiskaming, Sturgeon Falls to Crystal Falls. . 11.12 miles

| | |
|---|--------------------------|
| Snow fences erected, dismantled and stored. | 51.21 miles ^s |
| Sand for winter maintenance. | 40,000 tons |
| Fine salt in sand. | 2,208 tons |
| Rock salt used for de-icing roads. | 2,372 tons |
| Calcium chloride used for dust-layer. | 840 tons |
| Roads snowplowed and kept open. | 580 miles ^s |
| Maintenance of roadside picnic places, total number. | 3 |
| Maintenance of tables and benches in roadside places, total number. | 10 |
| Maintenance of tables and benches in off-road parks, total number. | 36 |
| Maintenance of off-road areas. | 12 acres |
| Routine maintenance on King's highways. | 346 miles |
| Routine maintenance on secondary roads. | 204 miles |

DIVISION No. 14 — NEW LISKEARD

Construction

On Highway 11 work was commenced on a 20-mile section from Kenogami to Wavell and grading was completed to 6.5 miles south of Wavell. The remainder was cleared and grubbed, a new entrance was constructed to Ramore and a wooden bridge replaced by a concrete culvert west of Timmins to remove a hazard to traffic. On secondary roads 2.5 miles of grading and culverts were finished and on No. 66 east of Kirkland Lake the grade was raised and mulched where flooding occurred.

Sixteen miles of hot mix pavement was laid on Highway 101 west of Matheson. A reinforced concrete bridge, 109 foot span, on No. 66 over the Blanche River and a bridge over the Montreal River at Elk Lake was completed, and a start made on the White Clay River bridge on Highway 11.

Maintenance

The usual summer and winter maintenance was carried out, crushed gravel was stockpiled on Highway 11 Matheson to Porquis, Highway 65 New Liskeard to Matachewan, Highway 66 and Highway 67 Porquis to Barber's Bay Road. Mulch was placed on a portion of Highway 65; the north Temiskaming road and Cooks Lake road, west of Timmins, all by department forces and considerable road mix mulch patching was done on Highways 65 and 66. On Highway 11 on the Round Lake cut-off, bituminous surface treatment was applied using 5/8-inch crushed gravel.

Portions of Highways 11, 67, 65 and 101 were treated with bituminous prime for a total of 57.5 miles; also 10.5 miles of secondary road. Blade patching on 36 miles of primed surfaces was successfully carried out. Shoulder gravel of 300 to 400 tons to the mile was used and was most satisfactory.

| Highway | | Grading and Culverts | |
|-----------------------------|---|----------------------|-----------|
| 11 | Wavell south (incomplete). | | 6.5 miles |
| Second. | | | |
| Roads | Hilliardton south 1.75 miles and Thornloe west 2.0 miles (day labour) . . . | | 2.0 miles |
| | Timmins west 0.25 miles and Highway 11 Ramore (contract). | | .5 miles |
| | | | 2.5 miles |
| Granular Base (new grading) | | | |
| 11 | New Liskeard south one foot depth. | 24,700 tons | 5.0 miles |



No. 101 Highway Highway, Granular Base Course, west of Matheson



Paving operations on No. 101 Highway, west of Matheson

| | | | |
|---------|---|-------------|-------------|
| Second. | Granular Base (no grading) | | |
| Roads | Dewar's Hill north..... | 45,000 tons | 10.0 miles |
| | Gravelling Contracts | | |
| | On Highways 11, 65, 66, 67 and secondary roads..... | 90,000 tons | 109 miles |
| | Bridges Built | | |
| 66 | Three miles west of Larder Lake 109 reinforcing concrete span 90% complete. | | |
| | Bituminous Hot Mix Pavement | | |
| 101 | Matheson westerly H.L. 4..... | | 16.0 miles |
| | Bituminous Road Mix Mulch | | |
| 65 | Hillview westerly (day labour)..... | | 5.8 miles |
| Second. | N. Temiskaming—Quebec boundary westerly (day labour)..... | | 3.3 miles |
| Roads | Timmins West—Timmins to Cook's Lake..... | | 4.5 miles |
| | | | 13.6 miles |
| | Bituminous Resurfacing Old Pavements | | |
| 11 | New Liskeard to Cobalt (day labour)..... | | 0.7 miles |
| 65 | New Liskeard to westerly (day labour)..... | | 3.0 miles |
| 66 | Kirkland Lake to Quebec boundary..... | | 3.7 miles |
| | | | 7.4 miles |
| | Bituminous Surface Treatment | | |
| 11 | Kenogami northerly, Round Lake cut-off (day labour)..... | | 11.5 miles |
| | Bituminous Prime on Gravel Surfaces | | |
| | On Highways 11, 65 and Secondary Roads..... | | 68.0 miles |
| | Calcium Dust Layer | | |
| | On portions of Highways 65, 67, 101 and Secondary Roads..... | | 143.0 miles |
| Highway | Calcium Chloride for De-icing Roads | | |
| 67 | On Highway 67..... | | 21 miles |
| | Salt Used for De-icing Roads | | |
| | Portions of Highways 11, 66, 67, 101 and secondary roads..... | | 256.0 miles |
| | Crushed Gravel and Stone on Roads | | |
| | On Highways 11, 65, 67, secondary roads and development roads..... | | 31,000 tons |
| | Right of Way Fences Erected | | |
| | North of Earleton, west side..... | | 3.0 miles |
| | <hr/> | | |
| | Snow fences erected, dismantled and stored..... | | 89 miles |
| | Sand for winter maintenance..... | | 5,500 tons |
| | Salt used for de-icing roads..... | | 2,193 tons |
| | Calcium chloride for de-icing roads..... | | 210 tons |
| | Calcium chloride for dust-layer..... | | 694 tons |
| | Roads snowplowed and kept open..... | | 769 miles |
| | Equipment storage houses erected, number added 1950..... | | 1 |
| | Maintenance of Roadside Picnic Places, total number..... | | 11 |
| | Number added 1950..... | | 3 |
| | Maintenance of tables and benches in roadside places, total number..... | | 25 |
| | Number added 1950..... | | 21 |
| | Maintenance of tables and benches in off-road parks, total number..... | | 30 |
| | Maintenance of off-road areas..... | | 10.26 acres |
| | Routine maintenance on King's highways..... | | 368 miles |
| | Routine maintenance on secondary roads..... | | 340 miles |

DIVISION No. 16 — COCHRANE**Construction**

Contract 50-72 granular base and paving, Strickland, to ten miles east of Kapuskasing. Shortly after construction started it was decided to increase the granular base to approximately 12,000 cubic yards per mile. This is definitely added value and should be used as a standard for this division. Difficulties encountered were in trying to keep within the quantities and at the same time keeping to a grade line, muskeg sections were not excavated and settlement occurred when loaded.

Construction of concrete culverts, replacing native timber culverts Hearst Longlac section of Highway 11 was continued, 13 culverts being completed this year. Flooding occurred at the Opasatika and Shekak River bridges, the temporary bridges were held in place with cables and sand bags.

Maintenance

Ninety-three miles of prime dust layer was applied and failed to stand up under traffic, due to road and weather conditions. Two sections of this mileage (Hearst to Mattice 20 miles, Cochrane to Hunta 12 miles) were to have been surface treated but, owing to above mentioned conditions, were cancelled.

Fifteen miles of plant mix mulch was laid from Porquis north. This was laid with an asphalt spreader and has stood up very well to date, 2,000 tons per mile were used.

| Highway | | Grading and Culverts | |
|---------|---|-------------------------------------|-------------|
| 11 | Porquis Airport northerly..... | 3.0 miles | |
| | Hunta westerly..... | 16.0 miles | |
| | Strickland westerly..... | 15.0 miles | |
| | | | 34.0 |
| | | Granular Base (new grading) | |
| 11 | Porquis Airport northerly..... | 3.0 miles | |
| | Hunta westerly..... | 16.0 miles | |
| | Strickland westerly..... | 15.0 miles | |
| | | | 34.0 |
| | | Granular Base (no grading) | |
| 11 | Pitipiko westerly..... | 10.0 miles | |
| | Klotz Lake area (day labour)..... | 6.0 | |
| | Smooth Rock Falls easterly (day labour)..... | 14.0 | |
| | | | 30.0 |
| | | Gravelling Contracts | |
| | On Highways 11 and secondary roads..... | 93,000 tons | 138.0 miles |
| | | Bridges Built | |
| 11 | West of Cochrane, Buskegau River, number..... | 1 | |
| | Kapuskasing-Hearst, number..... | 1 | |
| | | | 2 |
| | | Bituminous Road Mix Mulch | |
| 11 | Cochrane to Porquis Junction..... | 15.0 miles | |
| | | Bituminous Surface Treatment | |
| 11 | Cochrane southerly..... | 15.00 miles | |
| | | Bituminous Prime on Gravel Surfaces | |
| 11 | On Highway 11..... | 93.0 miles | |
| | | Calcium Dust Layer | |
| | On Highway 11..... | 595 tons | |



No. 17 Highway, re-location, east of Ottawa



Temporary Bailey Bridge and new bridge over Buskegon River, ten miles west of Cochrane, No. 11 Highway.

| Highway | | Salt Used for De-icing Roads | |
|--|--|-----------------------------------|--|
| 11 | Porquis to Hearts and Porquis to Iroquois Falls..... | 240 tons | |
| | | Crushed Gravel and Stone on Roads | |
| | On Highway 11..... | 82,000 tons | |
| | | Right of Way Fences Erected | |
| 11 | Kapuskasing to Strickland..... | 8.0 miles | |
| | | Equipment Storage Houses | |
| | Erected 1950, Fauquier and Driftwood, number..... | 2 | |
| | | Scale Houses Cochrane, Hearst | |
| | Added 1950, one portable platform scale, number..... | 1 | |
| Sand for winter maintenance..... | | 12,000 tons | |
| Salt used for de-icing roads..... | | 240 tons | |
| Calcium chloride used for de-icing roads..... | | nil | |
| Calcium chloride used for dust-layer..... | | 595 tons | |
| Roads snowplowed and kept open..... | | 374 miles | |
| Equipment storage houses erected, number added 1950..... | | 2 | |
| Maintenance of roadside picnic places, total number..... | | 12 | |
| Routine maintenance on King's highways..... | | 320 miles | |
| Routine maintenance on secondary roads..... | | 82 miles | |

DIVISION No. 17 — SUDBURY

Construction

On highway 17, east and west of McKerrow, grading was completed and trimmed and one-half mile paved with hot mix asphalt. From Hagar west for 12 miles and Coniston to Wanapitae for 3.3 miles, two feet of granular base was laid and paved with H.L. 4 mix in two courses to a depth of three inches and 22 feet wide. This was done by department day labour and shouldering for a Class C road was not completed. From Whitefish west for 7½ miles, grading about seventy-five percent completed and some granular base laid. Work was done according to Trans-Canada standard north section. For about nine miles east and west of Nairn contract is let to build to Trans-Canada standard north section. For 13.5 miles north of Hinkler Lake a gravel mining road was built and trimmed to 24 feet wide. For 16 miles north of French River grading contract was let to be built to Trans-Canada standards. On Manitoulin Island a half mile diversion at Manitowaning was completed and fenced. For four miles south of Sheguiandah and three miles west of Silverwater shouldering and ditching was carried out. Under the municipal engineer, on Development Road 100, from Tehkummah to Province Bay, grades and sharp turns were eased and sags lifted; a contract for crushing 11,000 tons of gravel was let too late in the season to commence work. On the Sudbury-Levack road at Larchwood 200 cubic yards of rock were excavated and 8,260 tons of granular material were placed in improving alignment and vision on 0.6 miles of road.

Summer Maintenance

The usual road surface repairs, due to frost action, were carried out. On Highway 17 for several miles granular base was laid and paved with department hot mix, which kept frost action and heaving to a minimum on applications of less than two feet and on applications of over two feet there was no apparent frost trouble. Very little mulch pavement was laid as granular base had not yet been applied. On Manitoulin Island and elsewhere the main gravel roads were primed and good results obtained at a low cost. Extensive repairs were completed on the Espanola bridge over the Spanish River, Highway 68. Repairs were also made on a bridge one mile east of Tehkummah and on one three miles south of Manitowaning.

Winter Maintenance

To provide a safe driving road surface in the early morning, plowing units were distributed to the following points: One each at Espanola, Levack, Burwash, Jacob's Corners, Whitefish Falls, Hanmer, Markstay, and ten units at Sudbury; on Manitoulin Island five units were stationed at Little Current, two at Gore Bay, two at Mindemoya and one at Sheguiandah. Day-shift plowing commenced at 6 a.m., sanding at 7 a.m. and salting was increased to maintain bare pavements. Night patrols were added, except on Manitoulin Island where five additional trucks were added to augment patrol trucks and crews. Due to the unusually heavy snowfall a blower was used to remove high snow banks. Due to these efforts pavements were left generally bare and there was a marked increase in the highway traffic throughout the winter. At Little Current an extra stall and grease pit was added by utilizing the office and the office moved to a nearby house. Steel beams and chain blocks were added to the main garage. At the Mindemoya garage another snow-plow stall was added. A three-car-capacity salt shed was built on the Espanola department lot.

| Highway | Grading and Culverts | Total Miles |
|--|--|--------------|
| 17 | From Whitefish to 7.5 miles west, complete. | 7.5 |
| | From 7½ miles west of Whitefish to 1½ miles west of Nairn, Trans-Canada standards, commenced. | 8.9 |
| 69 | French River to 16 miles north, Trans-Canada standards, commenced. | 16.0 |
| 17 | From McKerrow to east and west, commenced 49 shoulders and rock complete. | 7.00 |
| | | 39.4 |
| Second. Roads | Thessalon-Chapleau from Hinkler Lake to 13.5 miles west, commenced 1948, grading complete. | 13.5 |
| | Manitowaning diversion, grading complete. | 0.7 |
| | At Larchwood, grade improved. | 0.6 |
| | At Gore Bay to Spring Bay, grade improved. | 14.8 |
| 100 | Tehkummah to Providence Bay, incomplete on 14 miles. | 54.2 |
| Second. Roads | Granular Base on New Grading | Tons Miles |
| | Sudbury-Cartier at Parkwood. | 8,260 0.6 |
| Highway | Granular Base (no grading) | |
| 17 | Hagar 12 miles west, Wanapitei-Coniston, and Shouldering. | 388,139 15.3 |
| | | 396,399 15.9 |
| Highways | Bridges Built | |
| Second. Roads | Little Current-South Baymouth, one 21' span. Wanapitei-Wanup, one 20'6" span. Sudbury-Cartier, one 30' span and one 24' span—total number 4. Chapleau-Thessalon, all mileages from Chapleau Mile 55, 24' x 45'; Mile 56.3, 24' x 60'; Mile 56.5, 24' x 120'; Mile 57.0, 24' x 90'; Mile 58.6, 24' x 75'; Mile 59.7, 24' x 60'; Mile 60.0, 24' x 60'. Develop. Roads Waters township, one 29' span, four 15' spans, total number 5. | |
| | Bituminous Hot Mix Pavement | Miles |
| 17 | McKerrow east and west, commenced 1949, also shouldering. | 0.5 |
| 17 | Hagar, 12 miles west, Wanapitei-Coniston, 22 feet wide. | 15.3 |
| | | 15.8 |
| | Bituminous Road Mix Mulch | |
| Skead Rd.—Bailey's Corners through Skead village. | | 6.71 |

| | | | | |
|----------------------|---|---|---------------------|------------------------|
| Highway | | Bituminous Resurfacing of Old Pavements | miles | |
| 17 | Copper Cliff to Lot 8 Concession XI, Graham township..... | | 6.45 | |
| Second. Roads | | Little Current-Gore Bay, at Gore Bay end..... | 0.5 | |
| | | Sudbury-Capreol, McRae-Hammer..... | 1.95 | |
| | | Sudbury-Levack, Sudbury-Chelmsford..... | 3.15 | |
| | | | 5.60 | |
| Highway | | Bituminous Surface Treatment | | |
| 68 | In Espanola..... | | 0.7 | |
| 68 | Goat Island bridge-Hokens Mill..... | | 9.5 | |
| 17 | Whitefish to Vermillion Bridge..... | | 2.0 | |
| | | | 12.2 | |
| Second. Roads | | Little Current-Gore Bay, Honora-West Bay..... | 10.0 | |
| | | Bituminous Prime on General Surfaces | | |
| | | Highways 17, 68 and 69, total of..... | 65.4 | |
| Second. Roads | | Total of..... | 132.8 | |
| | | Calcium Dust-Layer | Tons | Miles |
| | | On Highways 17, 68 and 69, laid before prime on gravel surfaces.... | 131 | 65.4 |
| | | Laid on secondary roads..... | 634 | 194.8 |
| | | | 765 | |
| | | Salt Used for De-icing | | |
| | | Highways 17, 68 and 69..... | 1,220 | 134.6 |
| | | Secondary Roads..... | 2,000 | 334.3 |
| | | | 3,220 | |
| | | Crushed Gravel and Stone on Roads | Stockpiled | Placed on Roads |
| | | | | Total |
| | Highway 69..... | 31,510 tons | 9,899 (mulch) tons | 41,409 tons |
| | Secondary Roads..... | 48,455 tons | 17,500 (mulch) tons | 65,955 tons |
| | | | | 107,364 tons |
| Highway | | Fences Erected | Miles | |
| 17 | Trans-Canada, Whitefish west..... | | 2.4 | |
| | On Great LaCloche Island, one side only..... | | 5.3 | |
| Second. Roads | | Little Current-South Baymouth..... | 1.0 | |
| | | | 8.7 | |
| | | Equipment storage houses to date, enlargements 1950..... | 2 | |
| | | Snow fences erected, dismantled and stored..... | 73.5 miles | |
| | | Sand for winter maintenance..... | 25,508 tons | |
| | | Salt used for de-icing roads..... | 3,220 tons | |
| | | Calcium chloride used for de-icing roads..... | nil | |
| | | Calcium chloride used for dust-layer..... | 765 tons | |
| | | Roads snowplowed and kept open..... | 821.3 miles | |
| | | Maintenance of roadside picnic places..... | 9 | |
| | | Maintenance of tables and benches in roadside places..... | 23 | |
| | | Maintenance of tables and benches in off-road parks..... | 74 | |
| | | Maintenance of off-road areas, 4 parks..... | 329.58 acres | |
| | | Routine maintenance on King's highways..... | 132.92 miles | |
| | | Routine maintenance on secondary roads..... | 334.30 miles | |
| | | Development roads built (rehabilitated)..... | 14 | |

DIVISION No. 18 — BLIND RIVER Construction

On Highway 17 between Blind River and Iron Bridge grading was completed on 13 miles and hot mix pavement laid on this section and also on 11 miles east

and west of Spragge and on four miles east of Bruce Mines. On a section, for 12 miles west of Massey, grading was ninety percent completed and east of Massey for 12 miles fifteen percent finished.

North of Sault Ste. Marie two small bridges and one large one were rebuilt of treated timber.

On secondary roads, on the Searchmont Road, two bridges were rebuilt and on the Humbug Point Road to St. Joseph's Island one concrete bridge was built and the footings poured for another one. A large quantity of pit-run gravel was placed on the Chapleau road between Miles 30 and 43 south of Chapleau.

On Highway 17, west of Sowerby for three-quarters of a mile over a swamp, two feet of gravel was placed and paved to eliminate a flooding condition. Calcium chloride was used for consolidation of gravel and proved highly satisfactory.

Maintenance

Between Webbwood and Massey a primed surface was satisfactory but north of the Sault results were not so good. Calcium chloride consolidation proved to be better on this section. Good results were obtained from Mulch surface north of the Sault. A good deal of gravelling was done on all secondary roads and all main and secondary roads were kept open during the winter. A new spraying machine, received late in the season, proved to be very useful for weed killing. At Bruce Mines, where an equipment storage shed had been destroyed by fire several years ago, a new one was built and a cabin was built 40 miles north of Thessalon for patrolmen on the Thessalon-Chapleau road.

| Highway | | Grading and Culverts | |
|----------------|---|----------------------|------------|
| 17 | Cutler to Algoma Mills, 3 miles; Blind River to Iron Bridge, 2 miles; Massey to Walford 10 miles, and Webbwood to Massey..... | | 17.0 miles |
| Second. Roads | Thessalon-Chapleau road: Hinkler Lake southerly..... | | 5.0 miles |
| Develop. Roads | Sylvan Valley: Echo Bay easterly | | 3.0 miles |

| | | Granular Base (new grading) | |
|----|---|-----------------------------|------------|
| 17 | Cutler to Algoma Mills, 1 foot depth..... | | 8.0 miles |
| | Massey to Walford, 1.5 feet depth..... | | 10.0 miles |
| | | | 18.0 miles |

| | | Granular Base (no grading) | |
|--|--|----------------------------|------------|
| | Thessalon-Chapleau, from mile 25 to mile 43 south from Chapleau..... | | 10.0 miles |

| | | Gravelling Contracts | |
|---------------|---|----------------------|------------|
| 17 | Mile 47 north of Sault Ste. Marie to mile 79 north of Sault Ste. Marie..... | 40,000 tons | 32.0 miles |
| Second. Roads | Thessalon-Chapleau road: Thessalon to 20 miles northerly..... | 30,000 tons | |
| | Matinenda-Duborn road: Blind River to 10 miles northerly..... | 10,000 tons | |
| | | 80,000 tons | |

| | | Bridges Built | |
|---------------|--|---------------|---|
| 17 | Pancake River, Harmony River, Hardwood's Creek—all creosoted with laminated decks, number..... | | 3 |
| Second. Roads | Searchmont: Achigan River; Rainbow River, Humbug Point road to St. Joseph Island—all creosoted with laminated decks, number..... | | 3 |

| | | | |
|--|---|--|-------------|
| Highway | | Bituminous Hot Mix Pavement | |
| Thessalon-Bruce Mines: Four miles; Blind River to Iron Bridge, 12 miles; Cutler to Algoma Mills, 11 miles; Sowerby westerly, 1.0 miles. | | | 28.0 miles |
| | | Bituminous Road Mix Mulch | |
| 17 | Goulais River-Haviland, 7 miles; Chippawa River-Batchawana, 2.5 miles; Carp River-Pancake, 5 miles. | | 14.5 miles |
| Second. Roads | | | |
| Gros Cap: Korah westerly. | | | 1 mile |
| | | Bituminous Surface Treatment | |
| 17 | Spanish, westerly 2 miles to 5 miles westerly, 3 miles. North of Sault Ste. Marie, mile 12 to mile 15, 3 miles; mile 27 to mile 30, 3 miles; mile 33 to mile 42, 9 miles. | | 18.0 miles |
| Second. Roads | | | |
| Gros Cap: Mile 5 to mile 12, west of Sault Ste. Marie, 7 miles; Gros Cap road to 5 miles south, 5 miles. | | | 12.0 miles |
| | | Bituminous Prime on Gravel Surfaces | |
| 17 | East boundary of diversion to Walford. | | 24.5 miles |
| | | Calcium Dust Layer | |
| 17 | On Highway 17. | | 80 miles |
| | On secondary roads. | | 60 miles |
| | | | 140 miles |
| | | Salt Used for De-icing Roads | |
| 17 | Webbwood to Montreal River. | | 720 tons |
| Second. Roads | | | |
| Various. | | | 40 tons |
| | | | 760 tons |
| | | Crushed Gravel and Stone on Roads | |
| Various. | | | 3,300 tons |
| | | Right-of-Way Fences Erected | |
| 17 | Spragge, east and west one-half mile, 4 miles west of Blind River to Iron Bridge, 5 miles; Massey, two and a half miles east of Spanish, 9 miles; east division boundary to Massey, 5 miles. | | 19.5 miles |
| Snow fences erected, dismantled and stored. | | | 41 miles |
| Sand for winter maintenance. | | | 10,000 tons |
| Salt used for de-icing roads. | | | 760 tons |
| Calcium chloride used for dust-layer. | | | 560 tons |
| Additional calcium used for consolidation of gravel on contract. | | | 880 tons |
| Roads snowplowed and kept open. | | | 577 miles |
| Equipment storage houses erected, number added 1950. | | | 1 |
| Maintenance of roadside picnic places, total number. | | | 14 |
| Maintenance of tables and benches in roadside places, total number. | | | 22 |
| Maintenance of tables and benches in off-road parks, total number. | | | 7 |
| Maintenance of off-road areas. | | | 162 acres |
| Routine maintenance on King's highways. | | | 269 miles |
| Routine maintenance on secondary roads. | | | 382 miles |
| Development roads built. | | | 3 miles |

DIVISION No. 19—FORT WILLIAM

Construction

On Highway 61, Pine River northerly, completion of contract was retarded due to earth slides at south end of work and the Pine River bridge was completed, except hand rails. From 14.3 miles north of Pine River grading was started and two miles completed. Granular base is being applied.



No. 17 Highway, east of Terrace Bay



No. 17 Highway, Jackfish to Steel River, new construction

On Highway 17, Marathon westerly, two miles was completed and a 30 foot concrete arch over Angler Creek built. From six miles west of Marathon four miles of heaviest work in the division were completed. From Jackfish Lake to Steel River five miles were completed. Floods near east end retarded work. At Selim Hill the three mile revision was nearly completed. A concrete arch over Maggot Creek was held up due to rain and steel shortage but was finished during the winter. From 22 miles east of English River easterly four miles of grading was completed. From 36 miles east of English River seven miles of grading and culverts were completed.

On Highway 11 the Blackwater bridge was completed except for sidewalk.

On the winter road from Savant Lake to Dog Hole Bay, Bailey bridges were built at Rat and Cedar Rapids and several culverts were built. North of Savant Lake, 20 miles of road were graded. Work was delayed by heavy rains.

Maintenance

Weak sections of road showing up during the spring breakup have been temporarily repaired and marked for permanent repairs the following fall or winter. This will gradually reduce the number of churned-up sections occurring each break-up.

Pit-run gravel contracts to spread gravel at the rate of 500 tons or less to the mile over a large mileage have been found inadequate to meet the public demand for better roads. The aim in this division is to rebuild at least ten miles of secondary roads per year to a standard that will require no further treatment before paving.

| Highway | Grading and Culverts | Miles |
|----------|---|-------|
| 17 | From Marathon 6 miles west, 2 miles; 6 miles west of Marathon for 6 miles, 4 miles; Jackfish-Steel River, 5 miles; Selim Hill revision, 3 miles; 22 miles east of English River to 36 miles east, 4 miles; 36 miles east of English River to 50 miles east, 7 miles; Pine River to 8 miles north, 4 miles; Highway 61, 14 miles north of Pine River to north 6.2 miles, 2 miles—Total of..... | 31 |
| Min. Rd. | Savant Lake—Dog Hole Bay..... | 20 |

| | Granular Base (new grading) | Tons | Miles |
|----|---|---------|-------|
| 17 | Jackfish-Steel River, varying depths to 3 inches..... | 15,000 | 5.0 |
| | Selim Hill revision, varying depths to 3 inches..... | 11,000 | 3.0 |
| | 22 miles east of English River to 36 miles east..... | 99,530 | 4.0 |
| | 36 miles east of English River to 50 miles east..... | 184,860 | 9.0 |
| 61 | Pine River to 8 miles north..... | 199,500 | 4.0 |
| | | 509,890 | 25.0 |
| | 14 miles north of Pine River, north 6.2 miles..... | 332,605 | 6.0 |
| | | 842,495 | 31.0 |

| | Granular Base (no grading) | Tons | Miles |
|----|------------------------------|---------|-------|
| 11 | Sturgeon River—Long Lac..... | 110,005 | 15.0 |

| | Gravelling Contracts | Tons | Miles |
|--|--|--------|-------|
| | Junction of Highway 61, three miles north..... | 30,000 | 3.0 |

| Highway | Bridges Built | |
|---|--|---|
| 11 | Nipigon—Long Lac, Blackwater bridge (completed) | |
| 61 | Fort William to Pigeon River, Pine River bridge..... | 2 |
| Second. | | |
| Roads | Silver Islet Road, Sibley Creek bridge..... | 2 |
| | Pearson Loop, Pine River..... | 1 |
| Min. Rd. | | |
| Savant Lake—Albany River, Rat Rapids, Cedar Rapids..... | | 3 |
| | | 8 |

| | | | |
|---|---|--------------|-------|
| Second. | Bituminous Road Mix Mulch | | Miles |
| Roads | Twin City cross road junction, Highway 17 to junction Oliver Road | | 2.8 |
| | Junction Twin City cross roads—Murillo. | | 4.4 |
| | Junction Twin City cross roads—2.8 miles west | | 2.8 |
| | | | 10.0 |
| Highway | Bituminous Surface Treatment | | |
| 11 | Nipigon—Orient Bay 28 miles, two miles south of Beardmore to Sturgeon River | | |
| | 34 miles, Bankfield Mine—Geraldton seven miles. | | 69.0 |
| | Bituminous Prime on Gravel Surfaces | | |
| | On Highway 17 and secondary roads. | | 257.0 |
| | Calcium Dust Layer | | |
| | On Highway 17—Poland westerly and secondary roads. | 780 tons | 245 |
| | Calcium Used for De-icing Roads | | |
| | On Highways 17, 17A, 11 and 61. | 425 tons | 648 |
| | Salt Used for De-icing | | |
| | On Highway 17 and secondary roads. | 360 tons | 433 |
| | Crushed Gravel and Stone on Roads | | |
| | On Highway 17 and secondary roads. | 55,000 tons | |
| Highway | Right of Way Fences Erected | | |
| 61 | McCluskey's Corners. | | 5.7 |
| Second. | | | |
| Roads | Oliver Road. | | .6 |
| | | | 6.3 |
| | Maintenance of Snow Hedges (planted) | | |
| | Highway 17, planted 1950. | | .75 |
| | | | |
| Snow fences, erected, dismantled and stored | | 48 miles | |
| Sand for winter maintenance. | | 16,282 tons | |
| Salt used for de-icing roads. | | 360 tons | |
| Roads snowplowed and kept open. | | 669.7 miles | |
| Maintenance of roadside picnic places, total number. | | 16 | |
| Maintenance of tables and benches in roadside places, total number. | | 30 | |
| Maintenance of tables and benches in off-road parks, total number. | | 130 | |
| Number added 1950. | | 36 | |
| Maintenance of off-road areas. | | 230 acres | |
| Routine maintenance on King's highways. | | 414.40 miles | |
| Routine maintenance on secondary roads. | | 225.00 miles | |
| Mining roads built. | | 20 | |

DIVISION No. 20 — KENORA

Construction

On Highway 17 a bridge was completed over the English River and a mile-long revision completed, except for trimming, eliminating two Revell River bridges. East of Dryden five miles of grading was done on an 11-mile revision. Rejects from Grenville crushed rock operations at Hawk Lake were used, with good results as granular base from Longbow Corners easterly. Granular base was laid on Highway 70 from Longbow Corners southerly. This was not completed due to sub-zero temperatures; also granular base was placed where necessary and shouldering done from Sioux Narrows northerly.

Work was commenced grading and gravelling a revision from Finland to Highway 71, seven miles of which was completed except for trimming. Granular

base was placed on Highway 71 where necessary from Barwick to Pinewood. Three native timber bridges between Emo and Rainy River were replaced by culverts. Ditching and shaping was done by day labour on Highway 105 northerly from Red Lake Road station. Grading was completed to Red Lake airport. Grading, culverts and gravelling were done on the secondary roads Pellatt Loup, Border Mill and Quibell. Due to extreme high water of 1949, Highways 70, 72 and 105 and Border Mill road had to be raised and rip-rapped.

Maintenance

A new method of brush killing was used last summer, using a much lower volume of fluid (20 to 25 gallons per acre) but the same quantity of 2-4D per acre, i.e., a more concentrated solution. The resulting kill was as good as previous years and the spraying was done much faster.

| Highway | Grading and Culverts | Miles | Total Miles |
|-------------------|--|-------|-------------|
| 17 | Forty miles east of Dryden (trimming to be done)..... | 1 | |
| | Blackwater Creek, 14 miles east (will be completed 1951-52)..... | 5 | |
| 70 | Finland to Highway 71 (will be completed 1951-52)..... | 7 | |
| 105 | Red Lake Road station to 10 miles northerly..... | 10 | 23 |
| Second. Roads | Pellatt Loop Road to Highway 17 to Lac Lu, 6 miles; Border Mill Road, Fort Frances to Border Mill, 3 miles; Quibell Road to Quibell, No. 105 3 miles; Red Lake airport, 4.5 miles..... | | 16.5 |
| Develop. Roads | Highway 28 in improvement district of Kingsford..... | 2.0 | |
| | Highway 29 in municipality of Jaffray-Melick..... | 0.5 | |
| | | 2.5 | 2.5 |

| Highway | Granular Base new grading) | | 42.0 |
|------------------|---|------|------|
| 17 | From 40 miles east of Dryden 1 mile, 2'; Blackwater Creek, 14 miles east, 5 miles, 3'..... | | |
| 70 | Finland to Highway 71, 7 miles, 3'..... | 13.0 | |
| Second. Roads | Borden Mill-Fort Frances-Borden Mill, 3 miles, 1'; Quibell Road to Quibell, No. 105, 3 miles, 1'; Red Lake airport road, No. 105 Red Lake airport, 4.5 miles, 1'..... | 10.5 | 23.5 |
| Highway | Granular Base | | |
| 17 | 1'-1.5 Longbow Corners easterly 27 miles and Highway 70 southerly 14 miles, 1'2'; Sioux Narrows northerly 17 miles, 1'2'; Barwick-Pinewood where necessary, 17 miles, 1'2'..... | | 75.0 |

Gravelling Contracts

On Highway 70 and secondary roads..... 67,000 tons

Bridges Built

| | | |
|------------------|--|---|
| 17 | English River, number..... | 1 |
| Second. Roads | Red Lake airport road-Chukuni River, number..... | 1 |
| | | 2 |

| Highway | Bituminous Road Mix Mulch (surface) | | |
|---------|--|--|----|
| 70 | Nestor Falls-Finland 19 miles; Highway 71, Rainy River to Ferry, 3 miles; patching Emo to Fort Frances, 2 miles..... | | |
| 17 | Longbow Corners-Manitoba boundary, 2 miles, and Highway 70 to Sioux Narrows, 1 mile..... | | 27 |

| Highway | Bituminous Surface Treatment | | |
|------------------|--|----|----|
| 17 | Longbow Corners easterly, 3 miles; Waldhof Corners to Oxdrift, 14 miles; junction 70 and 70A north, 4 miles..... | 21 | |
| Second. Roads | Kenora-Airport..... | 6 | 27 |

| Bituminous Prime on Gravel Surfaces | | Miles | Total Miles |
|--|--|--------------|-------------|
| 17 | Longbow Corners—Vermillion Bay, 47 miles; Waldhof Corners—Oxdrift (where necessary), 3 miles; Borup's Corners to English River (where necessary) 10 miles. | | |
| 70 | Junction 70 and 70A northerly, 4 miles, and to Emo, 16 miles. | 80 | 80 |
| Calcium Dust Layer | | | |
| | On Highways 72 and 70A and 105. | 1,145 tons | 177 |
| | De-icing. | 134 tons | |
| Salt Used for De-icing | | | |
| | On Highways 17, 70, 71 and 72. | 378 tons | |
| Crushed Gravel and Stone on Roads | | | |
| | On Highways 17, 70A and 71 and secondary roads. | 130,000 tons | |
| Right of Way Fences Erected | | | |
| 70 | Finland to Highway 71, 5.6 miles; Highway 71, Fort Frances to Rainy River, 3.7 miles; Highway 17, C.N.R., 4.0 miles. | | 13.3 |
| Snow Hedges | | | |
| | (1950) .50 miles Pinewood to Rainy River. | | .50 |
| Equipment Storage Houses | | | |
| 71 | Rainy River, Pinewood, Stratton, number. | 1 | |
| | Snow fences erected, dismantled and stored. | 83 miles | |
| | Sand for winter maintenance. | 5,000 tons | |
| | Salt used for de-icing roads. | 378 tons | |
| | Calcium chloride used for de-icing roads. | 134 tons | |
| | Calcium chloride used for dust-layer. | 1,145 tons | |
| | Roads snowplowed and kept open. | 909 miles | |
| | Equipment storage houses erected, number added 1950. | 1 | |
| | Shrubs received from commercial nursery, number. | 5,600 | |
| | Maintenance of roadside picnic places, total number. | 2 | |
| | Maintenance of tables and benches in roadside places. | 8 | |
| | Maintenance of tables and benches in off-road parks. | 59 | |
| | Maintenance of off-road areas. | 328 acres | |
| | Maintenance of snow hedges planted 1950. | 0.5 miles | |
| | Routine maintenance on King's highways. | 572 miles | |
| | Routine maintenance on secondary roads. | 337 miles | |
| | Development roads built. | 2.5 miles | |

DIVISION 39

Construction

TORONTO-BARRIE CONTROLLED ACCESS HIGHWAY—Seven clover-leaves with the necessary structures were completed and nine additional structures at intersecting roads were started, four of which were completed. On the completion of the remaining five structures all the proposed grade separations will be completed. Contracts for ten miles of concrete pavement from the southerly end of the highway at Wilson Avenue to Maple were awarded. Preparatory work on the pavement base was carried out.

BARRIE BY-PASS—Three contracts 7.5 miles in length, for grading and structures, were let to carry the Toronto-Barrie highway around the town of Barrie to a junction with Highway 11 at Crown Hill. This work was sixty percent completed.

OSHAWA-NEWCASTLE DIVIDED HIGHWAY 2A—Three contracts 11.8 miles in length were awarded to carry the dual highway easterly from Oshawa. The Oshawa-Bowmanville section was sixty percent completed.



Junction of Toronto-Barrie Highway and No. 7 Highway



Department living and eating quarters, near Kenora

TORONTO-WINDSOR DIVIDED HIGHWAY—A start was made on this highway by the awarding of a ten-mile stretch of grading in the vicinity of Windsor. Very little work was done.

TORONTO BY-PASS—Two contracts were awarded for an entirely new controlled access highway skirting the northerly limits of the city of Toronto from Weston to Highway 11. This work entailed very heavy grading and the construction of ten structures at intersecting roads and two railway grade separations. The work was fifty percent completed.

| | | 1950 | Total |
|-----------------|--|-------|-------|
| | | Miles | Miles |
| Highway | Grading and Culverts | | |
| Barrie Bypass | Highway 27 to Crown Hill | 4.0 | 7.5 |
| Toronto Bypass | Humber River to Hogg's Hollow | 3.0 | 7.0 |
| Toronto-Barrie | Toronto-Barrie 1949-50, seven clover leaves | | 8.0 |
| 2A | Oshawa to Newcastle | 5.0 | 11.8 |
| Toronto-Windsor | East of Windsor (dual highway) clearing only | | 10.0 |
| | | 12.0 | 44.3 |

Structures

| | |
|-----------------|---|
| Toronto-Barrie | Maple, King, Aurora, Finch Avenue, Richfield side road, south |
| Cloverleaves | canal Holland Marsh, north canal Holland Marsh, road |
| | between Concessions 4 and 5 Gwillimbury, road between |
| | Concessions 10 and 11 Gwillimbury, road between Con- |
| | cessions 3 and 4 Innisfil. |
| Barrie By-pass | C.N.R., Camp Borden branch, Highway 90, Sunnidale Road, |
| | Willow Creek. |
| Toronto By-pass | C.P.R., Wadsworth Ave., Wilson Avenue, Jane Street, Black |
| | Creek, C.N.R. Dufferin Street. |
| 2A | Oshawa-Bowmanville (Harmony Creek). |

Right of Way Fences Erected

| | | |
|----------------|-----------------------|----------|
| Toronto-Barrie | Scattered | 2 miles |
| 2A | Oshawa to Bowmanville | 14 miles |
| Barrie | At Highway 27 | 13 miles |
| | | 29 miles |

Annual Report for 1950

MUNICIPAL ROADS BRANCH

J. M. MacInnes, Chief Municipal Engineer

Statements submitted by the municipalities of Ontario for the subsidies accruing to them under the provisions of the Highway Improvement Act indicated a total expenditure of approximately \$41,550,000 in the calendar year 1950. The disbursements covered labour, materials, equipment, etc., essential to the construction and maintenance of roads, bridges and allied undertakings.

Of this amount \$12,863,000 was expended by the county road systems (including county suburban road commissions), \$12,835,000 by urban municipalities and \$15,852,000 by the organized townships.

Roads in general were well maintained. The damage caused to weakened road foundations by traffic of unseasonable volume during periods of mild, wet weather in the winter of 1949-50 was eventually and substantially repaired.

In county road operations, maintenance requirements absorbed 60% (52.5%) of the total road expenditure; in cities, towns and villages 67.5% (63%), and in the townships 77.7% (72%), the bracketted figures indicating the corresponding relation of maintenance costs to total expenditure in the previous year.

Construction progressed in fair volume although, handicapped by the scarcity of cement and steel, bridge and culvert installations lagged behind that prescribed in the programs adopted earlier in the year. This was particularly noticeable in township work, where road authorities are dependent for the supply of these materials upon the inventories of local distributors.

Through its 19 district offices the Municipal Roads Branch maintained close contact with municipal road authorities throughout the Province. Its district engineers and their assistants continued in active co-operation with councils, committees, commissions and superintendents in the conduct of road activities.

PROVINCIAL SUBSIDIES

On the 1950 expenditures in the three municipal levels cited above, this Branch computed statutory grants totalling \$20,692,000. The counties received \$6,924,000, urban municipalities \$4,824,000, and incorporated townships \$8,944,000. These figures include interim subsidies paid before the close of the operating season on 80% of the amount expended by each municipality to the end of August,—a service which enables road authorities to settle the majority of their road accounts before the year's close. The counties thus received in interim payments \$3,605,000 (52%), the urban municipalities \$2,449,000 (51%) and the townships \$4,809,000 (54%) of the subsidies accruing to them for the year.

In addition to the above the Branch administered aid in other forms authorized by the Act, viz., \$1,636,580 on Development Road projects and \$663,680 on roads in areas possessing no municipal organization.

DEVELOPMENT ROADS

The provisions of Part VI of the Act apply to certain roads the cost of improvement of which, to a degree commensurate with traffic requirements, is beyond the financial means of the municipality responsible therefor. Such roads, upon designation by the Minister as Development Roads and upon being placed under temporary agreement between the municipality and the Department as to the responsibilities and participation of each, are improved and the cost met from funds provided by the Department for the purpose.

During the year operations were advanced under 94 Department-municipality agreements involving 700 miles of road. New agreements, 31 in number, were made concerning 154.4 miles and 34 projects aggregating 202.5 miles were completed and the agreements terminated. At the close of the year 60 projects (455.5 miles) were in varying stages of construction. On pages 103-4 will be found a detailed summary showing locations, mileages and expenditures.

POOL EQUIPMENT

The Branch has 163 units of road machinery in the service of municipalities throughout 14 districts of the Department. Some 27 units were added to the pool in 1950 at a cost of approximately \$258,000. The equipment consists chiefly of graders, tractors, loaders and compressors, which are available, with skilled operators as required, at extremely low rental rates.

This equipment is in heavy demand, especially in the northern townships. Operations are scheduled by the District Engineer to minimize lost time in long transfers from one area to another and to keep each unit employed to maximum capacity.

The units are distributed by the Branch in a manner designed to relieve municipal organizations of the purchase and upkeep of expensive equipment for which they may have expedient but temporary need; or of a heavy investment in equipment the continuous employment of which is unnecessary and its ownership a financial burden.

COUNTY ROAD SYSTEMS

Although facing higher costs in labour, materials and machinery the county road authorities gave a creditable demonstration of efficiency and ability to cope with price problems without sacrificing service. Comparison of the following recapitulation of 1950 accomplishments with those of previous records is convincing proof of careful planning and close supervision of expenditures.

Bridge replacements exceeded in number those of the previous year (90 to 85). Low cost bituminous road construction (165 miles) and gravel road re-construction (235 miles) showed substantial increases. New reinforced concrete culverts were fewer (57 to 86) than in 1949, and high cost pavement mileage dropped to 36 as compared with 54.

Combined bridge and culvert expenditures were lower at \$1,639,962 (\$2,090,368 in 1949); winter control costs increased 14% and general maintenance at \$7,725,-183.72 exceeded 1949 costs by 16%.

A summary of country road expenditures, classified as to construction and maintenance, with winter control costs shown separately, is given below:

| | Construction | Maintenance | Total |
|--------------------------------------|----------------|----------------|-----------------|
| Roads (winter control excepted)..... | \$3,820,890.97 | \$6,163,469.06 | \$ 9,984,360.03 |
| Bridges and culverts..... | 1,317,355.02 | 322,606.85 | 1,639,961.87 |
| Winter control..... | — | 1,239,107.81 | 1,239,107.81 |
| TOTAL APPROVED EXPENDITURE..... | \$5,138,245.99 | \$7,725,183.72 | \$12,863,429.71 |

SUMMARY OF 1950 COUNTY ROAD IMPROVEMENTS

Construction Items

| | |
|--|-------------|
| (1) New or rebuilt gravel or stone surfaces..... | 234.9 miles |
| Low-cost bituminous surfaces..... | 165.4 " |
| Pavements..... | 35.8 " |
| Completed road construction..... | 436.1 " |
| Graded to standard cross-section..... | 251.2 " |
| (2) Bridges (10-foot span and over); concrete, 71; steel, 17; timber, 2; total 90. | |
| Culverts (under 10-foot span); concrete, 57; metal arch, 25; timber, 4; total 86. | |
| Pipe culverts installed..... | 1,519 |

Maintenance Items

| | |
|---|------------------|
| (1) Bituminous surface treatment | 707 miles |
| Dust prevention with oil | 506 " |
| Dust prevention with calcium | 3,309 " |
| Clay-gravel stabilization (calcium or salt) | 68 " |
| Resurfacing: Pit-run gravel | 248,393 cu. yds. |
| Crushed gravel | 921,367 " " |
| Crushed stone | 143,500 " " |
| (2) Snow control: Mechanical equipment operations | 8,952 miles |
| Snow fence protection | 1,678 " |
| (3) Weed and brush control: By spraying | 3,159 " |
| By cutting | 5,691 " |
| (4) Repaired bridges, 225; repaired culverts, 859. | |

COUNTY ROAD MILEAGE ADJUSTMENTS

Total mileage comprising the county road systems of Ontario at the close of the year was 9,278.3 miles. The additions and deletions are listed, by counties, below:

| COUNTY | Additions, miles | Deletions, miles |
|--------------------------------------|---------------------|---------------------|
| Brant | 8.97 | .... |
| Bruce | 10.25 | 3.90 |
| Carleton | 4.25 | .... |
| Dufferin | 5.75 | .... |
| Elgin | 0.37 | .... |
| Grey | 9.87 | .... |
| Hastings ..... | .... | 0.50 |
| Huron | 17.50 | .... |
| Kent | 10.50 | .... |
| Leeds and Grenville | 10.70 | 2.00 |
| Lincoln | 6.00 | 5.00 |
| Middlesex | 12.70 | 12.85 |
| Norfolk | 1.65 | .... |
| Northumberland and Durham | 6.00 | 3.77 |
| Oxford | 1.75 | 0.85 |
| Peel | 4.00 | .... |
| Prescott and Russell | 7.25 | .... |
| Prince Edward | 2.25 | 4.36 |
| Renfrew | 0.30 | 0.32 |
| Stormont, Dundas and Glengarry ..... | .... | 0.50 |
| Wentworth | 0.30 | .... |
| York | 0.86 | .... |
| TOTALS | 121.22 | 34.05 |

COUNTY SUBURBAN ROADS

A few changes in mileage were sought by several commissions and approved by the Department in 1950. The Oshawa Suburban Roads Commission lost 7.5 miles due to annexation by the city of an area formerly a part of Whitby E. Township, but added 2.5 miles of county road elsewhere. The Trenton Suburban Roads Commission (Northumberland and Durham) increased its responsibility by adding 5.2 miles. Toronto and York Roads Commission added 1 mile of suburban road and the St. Catharines Commission added 2.7 miles.

Suburban Road expenditure, at \$2,454,575, was slightly below a corresponding \$2,639,324 in 1949.

EXPENDITURES ON COUNTY SUBURBAN ROADS—1950

| NAME OF COUNTY | Mileage | Approved Expenditure | Government Subsidy |
|-------------------------------------|---------|----------------------|--------------------|
| Brant..... | 28.40 | \$ 39,601.50 | \$ 22,011.67 |
| Carleton..... | 99.00 | 258,497.34 | 133,200.01 |
| Elgin..... | 20.00 | 33,646.04 | 17,202.60 |
| Essex..... | 41.00 | 95,913.04 | 47,994.32 |
| Frontenac..... | 40.70 | 35,701.22 | 18,524.54 |
| Grey..... | 35.00 | 34,776.23 | 17,738.78 |
| Hastings..... | 5.25 | 6,681.84 | 3,453.65 |
| Kent..... | 9.75 | 39,621.08 | 19,867.90 |
| Lambton..... | 14.50 | 40,158.86 | 20,082.94 |
| Lanark..... | 6.00 | 12,267.08 | 8,261.90 |
| Leeds and Grenville: | | | |
| Brockville..... | 12.12 | 14,005.67 | 7,106.36 |
| Gananoque..... | 2.10 | 3,808.44 | 1,904.22 |
| Prescott..... | 1.40 | 2,916.91 | 1,464.33 |
| Smith Falls..... | 5.12 | 4,774.68 | 2,458.51 |
| Lincoln..... | 18.10 | 26,640.54 | 13,763.17 |
| Middlesex..... | 54.05 | 92,524.40 | 50,890.02 |
| Northumberland and Durham..... | 11.70 | 12,856.30 | 6,635.18 |
| Ontario..... | 11.20 | 22,138.54 | 11,232.20 |
| Oxford: | | | |
| Ingersoll..... | 4.30 | 3,974.19 | 2,035.38 |
| Woodstock..... | 5.95 | 11,192.19 | 6,706.38 |
| Perth..... | 7.50 | 5,862.92 | 3,386.97 |
| Peterborough..... | 69.00 | 52,722.73 | 27,138.30 |
| Stormont, Dundas and Glengarry..... | 30.00 | 44,285.22 | 22,462.24 |
| Waterloo: | | | |
| Galt..... | 14.20 | 34,955.95 | 17,515.71 |
| Kitchener..... | 36.70 | 82,966.31 | 51,191.01 |
| Waterloo..... | 10.00 | 19,265.34 | 9,661.10 |
| Welland: | | | |
| Niagara Falls..... | 9.90 | 21,513.99 | 10,885.48 |
| Welland..... | 7.50 | 10,898.73 | 6,185.59 |
| Wellington..... | 32.50 | 39,457.86 | 24,345.29 |
| Wentworth..... | 51.25 | 146,725.45 | 76,113.02 |
| York..... | 261.78 | 1,204,224.32 | 670,378.52 |
| TOTALS..... | 955.97 | \$2,454,574.91 | \$1,331,797.29 |

AID TO URBAN MUNICIPALITIES

A statement showing expenditures and subsidies pertaining to road and street improvement in cities, towns and villages is presented in Appendix 10. On a total approved expenditure of \$12,834,500 subsidies were paid to the amount of \$4,823,900, in accordance with the provisions of Part VII of the Act. Cities and separated towns expended an approved total of \$9,563,300; towns \$2,470,000, and villages \$801,000.

ROAD EXPENDITURES IN ORGANIZED TOWNSHIPS

The 572 organized townships (which number includes for subsidy benefits 10 improvement districts, 2 provincial parks and 20 Indian reserves) expended \$15,852,838.23 on roads and bridges in 1950. In the following expenditure classification the maintenance requirements, which have been steadily increasing during recent years, comprise approximately 78% of the total expenditure—

| | Construction | Maintenance | Total |
|---------------------------------------|----------------|-----------------|-----------------|
| Roads (excepting winter control)..... | \$2,068,322.43 | \$ 9,498,363.94 | \$11,566,686.37 |
| Bridges and culverts..... | 1,462,407.94 | 842,694.16 | 2,305,102.10 |
| Winter control..... | | 1,981,049.76 | 1,981,049.76 |
| TOTAL APPROVED EXPENDITURE..... | \$3,530,730.37 | \$12,322,107.86 | \$15,852,838.23 |

In the summary of operations presented below the mileage of completed road construction, at 268, is appreciably below the 1949 figure of 338. Noticeable, also, is the significant recourse to timber, metal arch and pipe culverts, reflecting the short supply of cement and reinforcing steel referred to elsewhere in this report.

SUMMARY OF 1950 TOWNSHIP ROAD IMPROVEMENTS

Construction Items

| | |
|---|-------------|
| (1) New or rebuilt gravel or stone surfaces..... | 234.8 miles |
| Low-cost bituminous surfaces..... | 25.1 " |
| Pavements..... | 8.0 " |
| Completed road construction..... | 267.9 " |
| Graded to standard cross-section..... | 861.8 " |
| (2) Bridges (10-foot span and over); concrete, 113; steel, 20; timber, 63; total 196. | |
| Culverts (under 10-foot span); concrete, 224; metal arch, 244; timber, 330; total 798 | |
| Pipe culverts installed..... | 4,310 |

Maintenance Items

| | |
|--|--------------------|
| (1) Bituminous surface treatment..... | 199.6 miles |
| Dust prevention with oil..... | 893.5 " |
| Dust prevention with calcium..... | 1,987.9 " |
| Clay-gravel stabilization..... | 77.2 " |
| Resurfacing: Pit-run gravel..... | 1,443,195 cu. yds. |
| Crushed gravel..... | 1,844,811 " " |
| Crushed stone..... | 690,383 " " |
| (2) Snow control: Mechanical equipment operations..... | 37,357 miles |
| Snow fence protection..... | 2,310 " |
| (3) Weed and brush control: By spraying..... | 10,919 " |
| By cutting..... | 14,796 " |
| (4) Repaired bridges, 1186; repaired culverts, 7748. | |

ROADS IN TERRITORY WITHOUT MUNICIPAL ORGANIZATION

The improvement and maintenance of roads in territory where no municipal organization exists progressed steadily during 1950. Expenditures authorized by the Municipal Roads Branch continued to supplement the efforts of statute labour boards and of groups of settlers operating under guidance of our district engineers. The value of statute labour and of the voluntary efforts of settlers, as well as the cash contributions of other interested parties, is met by the Department with equivalent monetary grants. Bridge and culvert expenditures are aided to the extent of 80% of the cost in the more settled communities. In areas without any form of organization and in areas where the annual statute labour strength is less than 275 days, the Department assumes the entire cost of bridge and culvert improvements.

An analysis of the value of local endeavour and of corresponding expenditure by the Department, during the past fiscal year is presented in the summary appearing on page 102.



Kent County Road System
Two-course hot-mix pavement on County Road 29



Toronto and York Roads Commission
Grading approaches to Garbutt's Bridge near Weston



Belle River Bridge, Essex County
A 50-foot central and two 37'8" end spans



Finch Avenue Bridge, North York Township

The work toward which Department aid was granted in territory without municipal organization includes the following:

Construction Items

| | |
|---|-------------|
| Clearing and grubbing..... | 112.1 acres |
| Grade construction..... | 69.2 miles |
| Gravel and stone surfacing..... | 169.7 " |
| Bridges (10-foot span or over); timber, 49; steel, 1; total, 50. | |
| Culverts (under 10-foot span); timber, 186; metal arch, 1; total, 187. | |
| Pipe culverts installed, 809 | |

Maintenance Items

| | |
|---------------------------------------|-----------------|
| Roadside ditching..... | 299.4 miles |
| Brush and weed cutting..... | 611.0 " |
| Snow fence protection..... | 88.7 " |
| Pit gravel applied..... | 191,327 cu yds. |
| Crushed gravel and stone applied..... | 9,804 " " |
| Clay or sand applied..... | 57,799 " " |
| Bridges repaired..... | 250 |
| Culverts repaired..... | 1,198 |

SUMMARY (BY DISTRICTS) OF 1950 ROAD IMPROVEMENTS In the Rural Municipalities of Ontario

As stated above, many road construction programs could not be carried out as planned and maintenance operations constituted the chief demands upon road funds. The following listing of each county's major expenditure items, with a grouping of the township accomplishments in each municipal district, is presented to portray the trend of road activity throughout the province in 1950.

DISTRICT 1—(3 counties, 39 townships and 35 urban municipalities)

ESSEX—Built 3.25 miles asphaltic concrete, 11.75 miles stabilized base, re-surfaced 2.5 miles with stone; surface treated 16.5 miles; calcium treated 157 miles; completed construction on 1 bridge; repaired 1 bridge, 2 culverts; purchased 1 automobile, 1 pick-up truck, 1 grader, 1 loader; commenced construction of 1 equipment building.

KENT—Built 20.75 miles asphaltic concrete, 27.75 miles stabilized base, 10.5 miles grade; surface treated 5 miles; installed 48 pipe culverts; built 3 culverts, 2 bridges; completed construction of double-leaf bascule bridge; repaired 41 culverts; purchased 3 tractor mowers.

LAMBTON—Built 2 miles asphaltic concrete, 1.4 miles stabilization, 8 miles light bituminous surface, 4 miles new grade; oil treated 6 miles, calcium treated 1 mile; surface treated 7 miles; built 2 bridges; repaired 7 bridges, 57 culverts; purchased 1 pick-up truck, 1 3-ton truck, 1 automobile, 1 maintainer, 1 small cement mixer, 1 engineer's transit.

Townships: Built 22 miles new grade; calcium treated 246 miles, oil treated 37 miles; installed 94 pipe culverts, 5.7 miles of underdrainage; built 4 culverts, 14 bridges; repaired 87 bridges, 388 culverts; purchased 2 graders, 8 trucks, 3 tractors, 1 sander, 1 mower, 1 loader, 3 gravel pits.

DISTRICT 2—(4 counties, 43 townships and 28 urban municipalities)

ELGIN—Built 9.5 miles bituminous road mix surface; widened and rebuilt 22 miles of gravel road; erected 3 concrete bridges and 3 culverts; repaired 3 bridges. Purchased dump truck, cement mixer and sander.

MIDDLESEX—Built 20 miles bituminous road mix and 1.5 miles mixed macadam; widened and rebuilt 23 miles gravel road; built 10 bridges and replaced 1 culvert; repaired 9 bridges and 50 culverts. Purchased dump truck, under-body scraper, sweeper, portable scale, 3 sand spreaders and a car.



Ker Bridge on Lincoln-Wentworth Boundary
A 60-foot span built by Lincoln County forces



Lord Selkirk Bridge, Wallaceburg, Kent County
A 150-foot double-leaf Bascule Bridge



Lang Bridge, Oneida Township, Haldimand County. A rigid frame structure with 75-foot span.



Twin Elms Bridge, Nepean Township, Carleton County. A central span of 80 feet with 45-foot wing spans.

NORFOLK—Built 0.3 miles mulch surface; widened and rebuilt 2 miles gravel road; built 3 concrete bridges and 3 culverts; repaired 8 bridges and 20 culverts; surface treated 42 miles. Purchased power maintainer with snow plow.

OXFORD—Built 3 miles bituminous surface; widened and regraded 148 miles gravel road; surface treated 22 miles; built 5 bridges and repaired 3 bridges and 48 culverts. Purchased snow plow and cement mixer.

Townships: Completed 6 miles of low-cost bituminous pavement and rebuilt 40 miles of gravel road; built 4 bridges, 3 concrete and 9 metal arch culverts; installed 314 pipe culverts; repaired 60 bridges and 262 culverts; surface treated 5.5 miles of pavement; oil treated 15 miles and calcium treated 134 miles of gravel road; stabilized 12.5 miles of base; applied 188,000 cubic yards pit run, 265,000 cubic yards crushed gravel and 61,000 tons crushed stone. Purchased 4 power maintainers (3 with snow equipment) 6 dump trucks, 3 pick-up trucks, 1 power shovel; 1 portable crusher and 7.5 acres of gravel pits.

DISTRICT 3—(4 counties, 44 townships, 32 urban municipalities)

HURON—Built 4 bridges, 4.5 miles of road mix mulch and retopped 18.5 miles of previously laid mulch surface. Purchased 2 ½-ton trucks, 1 5-ton dump truck and 100 acres of land for widening and gravel.

PERTH—Built one rigid frame reinforced concrete bridge, 8 miles of road mix mulch and rebuilt 5 miles of gravel road. Purchased a tractor loader, a tractor mower and a cement mixer.

WATERLOO—Built 2 bridges and double surface treated 15 miles of road. Purchased one electric and one acetylene welder.

WELLINGTON—Built 2 bridges and seal-coated 12 miles of road. Purchased a pick-up truck and 19 acres of land for widening right-of-way.

Townships: Completed 55.5 miles of re-construction, laid 1 mile of light bituminous surface, built 38 bridges, 55 concrete culverts and 1 machinery shed. Purchased 2.5 acres of gravel deposits, 4 power maintainers, 3 heavy duty trucks, 4 pick-up trucks, 4 snow plows and 2 tractor mowers.

DISTRICT 4—(5 counties, 41 township units, 27 urban municipalities)

BRANT—Built 5 bridges, including 2 33-foot reinforced concrete spans; installed 24 pipe culverts and 1 reinforced concrete culvert; rebuilt 3 miles of grade; surface treated 12 miles. Purchased a power maintainer.

HALDIMAND—Rebuilt 4.25 miles of the Robinson Road and laid a new stone base on 3.6 miles elsewhere; built a reinforced concrete bridge of 2 70-foot spans over Oswego Creek, installed 36 pipe culverts, extended 3 and built 2 new concrete culverts. Purchased a 10-yard scraper and caterpillar tractor equipped with dozer. Repaired 1 bridge and 11 culverts. Surface treated 24 miles and ditched 7 miles.

LINCOLN—Laid 8 miles penetration pavement on widened base and prepared 9.5 miles for new surface; built 4 bridges and 1 culvert including Ker bridge (60-foot span) on Lincoln-Wentworth boundary; installed several pipe culverts; surface treated 40 miles; repaired 2 bridges and 20 culverts. Purchased large tractor truck for machinery float.

WELLAND—Laid 11 miles bituminous pavement and widened 8 miles of grade; built 1 rigid frame concrete structure and replaced a narrow steel bridge on the Forkes Road by twin metal pipes under a 30-foot roadway. New equipment building (\$24,000) nearing completion. Purchased new heavy truck and chip spreader; surface treated 24 miles. Purchased 3 acres of land.



Boundary Bridge in Peel County. A 60-foot span between Chinguacousy and Toronto Townships.

WENTWORTH—Widened 4 miles and laid light bituminous surface on 5.8 miles; built 4 reinforced bridges and installed 95 pipe culverts; repaired 5 bridges; surface treated 29 miles. Purchased power maintainer, dump truck and weed spraying outfit.

Townships: Laid 7.4 miles of asphaltic concrete and 6.7 miles of light bituminous surface, chiefly penetration; re-shaped 42 miles; built 10 bridges (including a 75-foot rigid frame structure in Oneida Township) and 41 reinforced concrete culverts; installed 313 pipe and 8 metal arch culverts; repaired 44 bridges and 272 culverts; surface treated 37 miles. Purchased 2 power graders, 1 crusher, 11 trucks, 2 tractors, 5 mowers, 7 snow plows, 1 loader and 13 acres of gravel deposits.

DISTRICT 5—(3 counties, 40 township units, 29 urban municipalities)

BRUCE—Laid 3.75 miles gravel mulch; rebuilt 14.5 miles of grade including rock and hill cuts; built 2 steel and 4 concrete bridges, and 2 concrete culverts; installed 2 metal arch culverts, 40 concrete and 95 steel pipe culverts; applied bituminous prime to 23 miles and calcium dust layer to 230 miles. Purchased heavy truck with plow, a powered leaning-wheel grader and 5.5 acres of land.

DUFFERIN—Laid 2.5 miles gravel mulch; reshaped 3 miles of grade; built 1 bridge and 4 concrete culverts; installed 13 pipe culverts and repaired 32 old structures; primed 5 miles and applied dust layer to 54 miles. Purchased pick-up truck and 27.2 acres of land.

GREY—Completed 7 miles of grading; repaired 5 bridges and 39 culverts; installed 53 pipe culverts; purchased a power maintainer, 2 trucks and $2\frac{1}{3}$ acres of land.

Townships: Rebuilt 110 miles; built 17 bridges and 28 culverts; installed 355 pipe and 17 metal arch culverts; repaired 68 bridges and 248 culverts. Artemesia, Bruce, Saugeen and St. Vincent completed extensive hill-cutting. Applied 63,800 cubic yards of pit run and 350,000 cubic yards of crushed gravel. Purchased 2 maintainers, a spraying outfit, a tractor mower and built 2 machinery sheds.

DISTRICT 6—(4 counties, 38 township units, 40 urban municipalities)

HALTON—Completed 0.5 miles of grading; built 3 concrete bridges; installed 6 pipe culverts, and applied 2 miles of new surface treatment. Purchased 1 light truck; repaired 5 bridges and 10 culverts.

PEEL—Completed 0.3 miles of grading; built 1 concrete bridge and 1 concrete culvert; renewed 11 miles of ditching; applied 17 miles surface treatment. Purchased 1 heavy grader with plow and wing; repaired 5 bridges and 43 culverts.

SIMCOE—Completed 1.1 miles of grading; built 2 concrete bridges; installed 40 pipe culverts; applied 70 miles oil dust layer; repaired 5 bridges and 34 culverts.

YORK—Completed 9.5 miles grading, erected 1 steel bridge, 1 concrete bridge and 2 concrete culverts; installed 230 pipe culverts; laid 2.25 miles penetration pavement; applied 115 miles surface treatment; completed 3,500 feet of guide-rail and 1,700 feet under drainage. Purchased 1 car, 7 medium trucks, 1 light roller, 5 tar kettles, 2 20-ton scales. Repaired 4 bridges.

Townships: Completed 118 miles grading; built 17 concrete bridges, 2 steel bridges, 4 wooden bridges, 24 concrete culverts; installed 50 metal arch and 1,076 pipe culverts; applied 28,000 cubic yards pit-run, 30,000 cubic yards crushed gravel and 5,300 cubic yards crushed stone on 33 miles of new grading; built 6.3 miles of low cost bituminous pavement; applied 98 miles surface treatment, 466 miles oil dust layer and 233 miles calcium dust layer. Purchased 4 graders, 5

snow plows, 1 asphalt distributor, 4 $\frac{1}{2}$ -ton trucks, 1 panel truck, 2 1-ton trucks, 6 3-ton trucks, 2 5-ton trucks. Repaired 108 bridges and 1,288 culverts.

DISTRICT 7—(3 county units, 37 township units, 17 urban municipalities)

NORTHUMBERLAND and DURHAM—12 miles new grade with 35,500 cubic yards granular base and 32,000 cubic yards crushed gravel surface; 2.4 miles road mix mulch and 1.3 miles hot mix pavement; 4 reinforced concrete bridges and 124 pipe culverts installed; 2 bridges and 1 culvert repaired; 8 miles surface treated. Purchased heavy truck with plow and wing, also tractor equipped with dozer and loader. Bought 4 acres for right-of-way.

PETERBOROUGH—One 30-foot reinforced concrete bridge (Molyneaux); an old floating bridge (Base Line) replaced by culvert and fill; diversion and realignment of grade at Hamblin's Corner (Dummer Township) and in Buckhorn Village; installed 8 pipe and 2 metal arch culverts; repaired 13 bridges and 4 culverts. Purchased heavy truck with plow and wing, and $1\frac{1}{2}$ acres for right-of-way.

PRINCE EDWARD—3.5 miles new grade and 1.7 miles road mix mulch laid; 1 pipe arch and 30 pipe culverts installed; 2 bridges and 16 culverts repaired; 20 miles treated with oil and 62 miles with calcium dust layer. Purchased new car and 4.4 acres for widening right-of-way.

Townships: One timber and 12 concrete bridges, 59 concrete culverts and 459 metal culverts. Over 100,000 each of pit-run and crushed gravel. Purchased 7 trucks with plows. Several equipment garages erected.

DISTRICT 8—(4 county units, 43 township units, 19 urban municipalities)

FRONTENAC—Graded 1.4 miles, surface treated 19.5 miles; applied calcium dust layer to 40.6 miles; built 2 concrete culverts and installed 36 pipe culverts; applied 2,757 cubic yards pit run, 452 cubic yards crushed gravel and 5,351 cubic yards of crushed stone; purchased 1 asphalt kettle.

HASTINGS—Rebuilt 6 miles and graded 1.5 miles; resurfaced 3 miles of pavement; double surface treated 0.5 miles; surface treated 7 miles; primed 37.5 miles and applied calcium dust layer to 72 miles; built 1 metal arch culvert and installed 30 pipe culverts; repaired 15 bridges and 19 pipe culverts; applied 2,140 cubic yards pit-run, 11,610 cubic yards crushed gravel and 16,213 cubic yards of crushed stone; purchased 18.8 acres of land for widening; purchased 1 tractor with front end loader, 1 3-ton dump truck and 1 car.

LEEDS and GRENVILLE—Rebuilt 5 miles and graded 2.3 miles; laid mulch pavement on 2.7 miles; surface treated 34.4 miles; primed 7.3 miles; applied calcium dust layer to 60 miles; installed 13 pipe culverts; repaired 3 bridges and 48 culverts; purchased 5.91 acres of land for widening; applied 2,172 cubic yards pit-run, 10,422 cubic yards of crushed gravel and 3,080 cubic yards of crushed stone.

LENNOX and ADDINGTON—Graded 2.5 miles; surface treated 1 mile; primed 60 miles and applied calcium dust layer to 2 miles; installed 36 pipe culverts and 12 concrete pipe culverts; built 1 concrete bridge, new concrete floor slab for Mink's Bridge and sidewalk on Newburgh Bridge; started construction of girder and concrete slab bridge at Camden East; applied 12,314 cubic yards crushed stone.

Townships: Rebuilt 6.5 miles and graded 5.5 miles; built 0.6 miles asphaltic concrete and 1.35 miles of low-cost bituminous surface; surface treated 13.8 miles; primed 18.05 miles; applied calcium dust layer to 90.5 miles; built 2 concrete and 2 wooden bridges; installed 267 pipe, 12 concrete, 4 metal arch and 37



Carleton County Road System
Bridge over Rideau River, near Burritt's Rapids



Bridge over "The Brook", Clarence Township, Prescott and Russell United Counties.

OTTAWA SUBURBAN ROADS COMMISSION



Asphalt Paving under way—Merivale (left) and Richmond (right) Roads



Richmond Road Completed



Gravel Mulch on Dunrobin Road

wooden culverts; repaired 67 bridges and 774 culverts; purchased 10.25 acres for widening; applied 81,310 yards of pit run gravel, 50,815 yards of crushed gravel and 52,976 yards of crushed stone; purchased 2 motor graders, 4 dump trucks, 2 pick-up trucks, 4 snow plows and levelling wings, 2 crawler tractors with bull-dozer blades, 1 garage building, 1 trailer, 1 gas engine (Howe Island Ferry) and 1 flame-gun weed killer.

DISTRICT 9—(4 county units, 46 township units, 23 urban municipalities)

CARLETON—laid 2 miles of asphaltic concrete resurfacing and 3.3 miles of mulch; heavy graded and gravel surfaced 8 miles; erected 1 concrete bridge and 1 culvert; installed 5 metal culverts; repaired 1 bridge and 95 culverts; surface treated 34 miles and applied calcium dust layer to 108 miles; used 38,000 cubic yards crushed gravel resurfacing and 670 tons bituminous patching materials. Purchased 2 dump trucks, 1 small truck, 1 compressor, 1 hydraulic plow and 4.5 acres of land. Completed new storage building and renovated garage and workshop.

LANARK—Laid 1.6 miles gravel mulch; rebuilt 13 miles of road-bed; surfaced 8 miles with 35,000 cubic yards pit run and 13.7 miles with 11,000 cubic yards crushed gravel; erected 1 bridge and installed 41 pipe culverts; repaired 5 bridges and 50 culverts; surface treated 7.6 miles and applied dust layer to 112 miles. Purchased 2 small trucks, 1 car, 1 compressor and 14.7 acres for widening.

PRESCOTT and RUSSELL—Laid 4 miles mulch surface, graded 20 miles; built 1 concrete bridge and 11 culverts; repaired 18 bridges and 12 culverts; surface treated 25 miles and treated 183 miles with dust layer; applied 24,000 cubic yards crushed gravel and 8,000 tons crushed stone resurfacing. Purchased 1 truck, 1 dozer, 1 snow plow and 10 acres of land.

STORMONT, DUNDAS and GLENGARRY—Built 0.2 miles cement concrete and 26 miles of black top; graded 8 miles; erected 3 bridges and 2 culverts, all concrete; surface treated 5 miles and treated 25 miles with calcium; used 50,000 cubic yards pit run and 35,000 cubic yards crushed gravel for resurfacing. Purchased an asphalt mixing plant with drier, also 25 acres of land.

Townships: Cleared 40 acres of road-side and completed 20 miles of new grade; built 25 bridges and 46 culverts; installed 254 pipe culverts; repaired 140 bridges and 520 culverts. Purchased 3 power graders, 2 plow units, 2 medium and 2 light trucks, 1 dozer, 1 mower and 1 pony grader. Gravel pits were purchased by Charlottenburgh (6 acres) and Williamsburg (1.5 acres). In addition 36 acres were purchased for widening.

DISTRICT 10—(1 county, 40 township units, 12 urban municipalities and 5 unorganized townships)

RENFREW—Graded and surfaced 1.2 miles; installed 20 pipe culverts; repaired 2 bridges and 41 culverts; surface treated 24.7 miles and calcium treated 60 miles. Purchased 1 small truck, 1 front-end loader and 2 plows.

Townships: Cleared and grubbed 11 acres of right-of-way; graded 24 miles and surfaced 5.5 miles of new road. Built 4 timber bridges and 49 culverts, chiefly of timber; installed 15 metal arch and 102 pipe culverts; repaired 78 bridges and 408 culverts. Used 102,500 cubic yards pit run and 29,500 cubic yards crushed gravel resurfacing. Purchased 3 graders, 3 snow plows, a bull-dozer and a dump truck; also 16 acres of land for road widening.

The unorganized townships built a mile of new grade, applied 6,000 cubic yards of pit gravel, repaired a bridge and 3 culverts and completed 1.7 miles of road-side ditching.



Bridge over Spanish River, Sudbury District on Blezard Valley Development Road



Arch Culvert and Fill, Nipissing District on Development Road in Martland Township.



Fill over Concrete Culvert near Noelville on Development Road in Nipissing District.



Re-alignment on Manitoulin Island
Providence-Tehkummah Development Road

DISTRICT 11 (2 counties, 1 provisional county, 1 district, 53 township units, 19 urban municipalities, 2 statute labour boards, 1 unorganized township unit)

ONTARIO—Paved 5 miles gravel mulch; rebuilt 5 miles and renewed 10 miles of grade; installed 16 metal arch and 10 pipe culverts; repaired 1 bridge and 1 culvert; surface treated 5.5 miles, and applied calcium on 175 miles; used 31,000 cubic yards pit run and 39,500 cubic yards crushed gravel. Purchased 1 heavy truck with plow and wing, 1 light truck, 1 plow and 3.5 acres for widening and realignment.

VICTORIA—Paved 5.4 miles gravel mulch, graded 5 miles, stabilized 4 miles with calcium chloride, primed 9 miles and surface treated 9.6 miles; built 1 steel bridge and installed 43 pipe culverts; repaired 50 bridges and 20 culverts; applied 20,000 cubic yards of gravel and stone. Purchased 1.4 acres for widening.

Townships: Cleared 6 acres of road allowance and rebuilt 55 miles of grade using 35,650 cubic yards of pit run and 15,300 cubic yards of crushed stone; built 6 bridges and 38 culverts and installed 334 pipe culverts. Surface treated 9.6 miles, applied dust layer to 18 miles (oil) and 430 miles calcium. Repaired 109 bridges and 707 culverts. Used 91,000 cubic yards pit run, 107,000 cubic yards crushed gravel and 47,600 tons stone in surface maintenance. Purchased 9 trucks, 6 plows, 1 tractor loader and 24 acres for widening.

DISTRICT 12 — (20 township units, 9 urban municipalities, 17 statute labour boards and 6 unorganized units)

The organized townships cleared and grubbed 16 acres of right-of-way and shaped 40 miles of grade; built 3 timber bridges, 48 timber and 18 concrete culverts and installed 79 pipe culverts. Some 19,000 cubic yards of pit run and 3,000 cubic yards of crushed gravel were applied to new grades and 38,000 cubic yards used in maintaining existing surfaces. Repairs were made to 36 bridges and 253 culverts.

Townships possessing statute labour boards erected 13 bridges and 49 culverts (all of native timber) and installed 280 pipe culverts; 44 bridges and 367 culverts were repaired. Approximately 20,000 cubic yards of pit gravel were applied in maintenance.

In townships without road organizations 3 miles of new grade were built, 4 miles of road-side ditching completed and about 18,000 cubic yards of resurfacing applied. Several bridges and 5 culverts were repaired.

DISTRICT 13 — (19 township units, 9 urban municipalities, 17 statute labour boards, and 6 unorganized units)

The organized townships shaped and surfaced 2 miles of new grade; built 5 bridges and 19 culverts, all of native timber; installed 132 metal culverts; repaired 47 bridges and 186 culverts, and applied 50,000 cubic yards of gravel.

The unorganized townships built 2 bridges and 10 culverts (timber) and installed 69 pipe culverts; repaired 58 timber structures. Some 1200 cubic yards of gravel were applied to new grade and 22,500 cubic yards used in maintaining existing surfaces.

DISTRICT 14 — (26 township units, 9 urban municipalities, 19 statute labour boards and 44 unorganized units)

The organized townships cleared and grubbed 11 miles and built 4 miles new grade; constructed 15 new bridges and 20 culverts; installed 98 pipe and 1 metal arch culvert; repaired 47 bridges and 183 culverts; applied 47,000 cubic yards pit run and 14,600 cubic yards crushed gravel. Purchased 1 truck and plow, 1 weed sprayer, 1 power shovel and 1 steam boiler. Harris township purchased a 4-acre gravel pit.

The unorganized townships constructed 11 miles of new grade and completed 3 miles of road; built 5 bridges and 4 culverts; installed 96 pipe culverts. Under maintenance 13 miles of ditching were renewed, 27,000 cubic yards of gravel applied; 32 bridges and 114 culverts repaired.

DISTRICT 16 — (5 township units, 5 urban municipalities, 23 statute labour boards and 16 unorganized units.)

The organized townships cleared 11 acres of road allowance, rebuilt 2 miles of road, installed 4 timber and 27 pipe culverts; built 2.7 miles of light bituminous surface; applied 13,000 cubic yards of pit run gravel; repaired 16 bridges and 56 culverts.

The townships in which statute labour boards functioned benefitted from special attention to ditching, brushing and gravelling. Some 30 timber and 44 pipe culverts were installed. Repairs were made to 106 structures. One large bridge of B.C. creosoted fir was erected in Kendall. Upwards of 18,000 cubic yards pit run, 6,500 cubic yards crushed gravel and 11,000 cubic yards of clay were applied by the boards.

DISTRICT 17—(31 township units, 9 urban municipalities, 16 statute labour boards and 45 unorganized units).

The organized townships cleared and grubbed 20 acres and shaped 12.5 miles of grade; erected 7 timber bridges, including a 6-bent 90-foot structure in Waters. One concrete culvert was built in McKim, 6 timber and 40 metal culverts were installed elsewhere. Approximately 70 miles of ditches were renewed. Repairs were made to 30 bridges and 479 culverts. Approximately 55,000 cubic yards of gravel were applied. One motor grader, 1 tractor-dozers and 1 leaning-wheel grader were purchased.

The statute labour boards and unorganized units cleared 29 acres, graded 27 miles and gravelled 4 miles; built 4 bridges and 16 culverts, all of native timber, and installed 56 pipe culverts. Nearly 40 miles of ditches were renewed and 75 miles of road-side brushed. About 30,000 cubic yards of pit run gravel and 5,000 cubic yards of clay were applied. Repairs were made to 25 bridges and 186 culverts.

DISTRICT 18—(16 township units, 8 urban municipalities, 13 statute labour boards and 45 unorganized units)

In the organized townships 1.25 miles of new grade, 2 small timber bridges and 42 pipe culverts comprised the chief construction items. Maintenance included the application of 17,000 cubic yards of pit gravel and 3,500 cubic yards of crushed slag. Some 36 bridges and 200 culverts were repaired. Approximately 500 miles of road were snow-plowed and 15 miles of snow fence erected. Two municipalities purchased plows and wings.

In the unorganized townships 9 timber bridges were built, including a 60-foot truss with 2 15-foot approach spans over the Thessalon River. A total of 13 timber and 82 pipe culverts were installed and 13 bridges and 50 culverts repaired. In maintenance work 22,000 cubic yards of pit gravel and 1,100 cubic yards of sand-clay were applied. Over 200 miles of road were snow-plowed.

DISTRICT 19—(14 township units, 3 urban municipalities, 20 statute labour units and 7 unorganized units.)

In the organized municipalities 2.5 miles of new road were completed and about 10 miles of new grade prepared. Five miles were graded and gravelled into Fort William Indian Reserve. Two bridges and 99 culverts (timber) were erected, also 1 concrete and 11 pipe culverts. Some 34 miles of road-side ditching were

renewed, 44 bridges and 247 culverts repaired. About 36,000 cubic yards of pit gravel were used in resurfacing. One power grader, 1 snow plow and 1 pick-up truck were purchased.

The statute labour townships completed 2 miles of new grade and surfaced 6 miles. A metal arch and 25 timber culverts were placed; 32 bridges and 193 culverts repaired. Over 12,000 cubic yards of resurfacing were applied.

In territory without any municipal organization 4.5 miles of new grade and 8 timber bridges were built; 116 pipe culverts were installed; 13.5 miles of road ditched; 27 acres of roadway cleared and over 50,000 cubic yards of gravel applied to 136 miles of road.

About one-third of township road expenditure in this district is absorbed in keeping roads open in winter.

DISTRICT 20—(18 township units, 6 urban municipalities, 24 statute labour boards and 29 unorganized units).

In the organized townships construction consisted of: clearing and grubbing, 8 acres; grading 0.3 miles; culverts, 9 pipe and 26 wood; 3 timber bridges; 2.3 miles of new grade were surfaced with pit run. Under maintenance 17 miles of ditching, 5 miles of surface treatment, 3 miles of oil and 4 of calcium dust layer; resurfacing with gravel 50,000 cubic yards; repairs to 28 bridges and 215 culverts.

In the statute labour and unorganized townships 20 acres of roadway were cleared, 3.5 miles graded, 1 mile completed with 600 cubic yards pit gravel. Three bridges and 23 culverts (timber) were built and 32 pipe culverts installed. Maintenance included 26 miles of roadside ditching and the application of 25,000 cubic yards of pit gravel; 18 bridges and 167 culverts were repaired.

An abnormal spring break-up in this district caused flood conditions that required extensive repairs to roads. Pool equipment, especially gravel loaders, gave notable service in accomplishing much with limited funds.

SUMMARY OF UNINCORPORATED MUNICIPALITIES EXPENDITURES IN THE FISCAL YEAR 1950-1951

| MUNICIPAL DISTRICT | Value of Statute Labour or Other Work Performed | Direct Expenditure on Roads by Department | Total Value of Work Performed | Percentage of Aid by Department |
|--|---|---|-------------------------------|---------------------------------|
| 10 Nipissing | \$ 1,392.00 | \$ 1,352.59 | \$ 2,744.59 | 50 |
| 11 Muskoka | 4,601.23 | 2,326.30 | 6,927.53 | 34 |
| 12 Parry Sound | 38,487.48 | 114,346.93 | 152,834.41 | 75 |
| 13 Nipissing | 24,212.65 | 48,631.55 | 72,844.20 | 67 |
| 14 Temiskaming and Cochrane South | 36,193.88 | 96,853.30 | 133,047.18 | 73 |
| 16 Cochrane North | 38,997.37 | 116,214.95 | 155,212.32 | 75 |
| 17 Sudbury | 38,899.44 | 52,821.56 | 91,721.00 | 58 |
| 18 Algoma | 29,290.18 | 56,931.15 | 86,221.33 | 66 |
| 19 Thunder Bay | 26,250.30 | 118,729.24 | 144,979.54 | 82 |
| 20 Kenora and Rainy River | 35,656.76 | 55,473.33 | 91,130.09 | 60 |
| TOTAL | \$273,981.29 | \$663,680.90 | \$937,662.19 | 78 |

MUNICIPAL ROADS GENERAL OVERHEAD

| | |
|--|--------------|
| Discounts allowed Municipalities on pool machinery rentals and operators wages | \$ 57,921.31 |
| General Overhead | 64,867.94 |
| TOTAL | \$122,789.25 |

DEVELOPMENT ROAD EXPENDITURES IN ORGANIZED MUNICIPALITIES DURING 1950
(Authorized by Part VI of The Highway Improvement Act)

| Road No. | Description or Location | Length Miles | Jurisdiction | County or District | Expenditure 1950-\$ |
|----------|--|--------------|---|---------------------------------|---------------------|
| * 6 | Vankoughnet Road, Muskoka Falls to Hindon | 22.0 | Draper and Oakley | Muskoka | 15,098.75 |
| * 12 | Lovering to Severn Falls | 10.0 | Marchedash | Simcoe | 8,296.96 |
| * 13 | Severn Falls to Big Chute | 4.1 | Marchedash | Simcoe | 696.13 |
| * 14 | Eganville to Pembroke | 23.0 | Renfrew County | Renfrew | 88,847.08 |
| * 16 | Calabogie—Opeongo | 10.4 | Adamston, Blithfield and Bagot | Renfrew | 40,520.86 |
| * 17 | Coe Hill Road (County Road No. 14) | 12.5 | Hastings County | Hastings | 4,580.33 |
| * 19 | Ensdaile—Kearney Road | 5.0 | Perry | Parry Sound | 5,598.38 |
| * 23 | Sylvan Valley Road | 23.0 | Macdonald, Meredith and Aberdeen Add'l. | Algonia | 5,514.38 |
| * 26 | Parham to Mountain Grove | 10.5 | Hinchinbrooke and Olden | Frontenac | 9,956.05 |
| * 28 | Kingsford Road | 29.0 | Kingsford Improvement District | Rainy River | 8,093.44 |
| * 33 | Havelock to Laswade | 6.0 | Chandos, Belmont and Methuen | Peterborough | 16,496.32 |
| * 34 | Dillon Cove Road Highway 69 to Shebeshekok River | 2.0 | Carling | Parry Sound | 19,999.43 |
| * 35 | Peninsula Road, Rosseau Southley | 3.0 | Sheffield, Kennebec and Barrie | Frontenac, Lennox and Addington | 11,946.32 |
| * 36 | Tamworth-Arden-Harlowe | 33.0 | Franklin and Brunel | Parry Sound | 34,866.00 |
| * 37 | Lake of Bays Road | 3.0 | Cardwell and Stisted | Muskoka | 14,999.56 |
| * 38 | Skeleton Lake Road | 7.5 | Morrison and Kyde | Muskoka | 17,999.62 |
| * 39 | Kash Lake Road | 5.5 | Leeds and Grenville Counties | Muskoka | 42,162.28 |
| * 40 | County Road 16, Kempsville to Merrickville | 13.0 | North Himswoorth | Parry Sound | 13,614.03 |
| * 43 | Lighthouse Beach Road | 8.5 | Stanhope and Dysart et al | Haliburton | 18,500.00 |
| * 44 | Carnarvon-Eagle Lake Road | 15.0 | Stanhope and Assignack | Sudbury | 608.28 |
| * 46 | Assignack-Shegundah | 20.0 | Teck | Temiskaming | 19,524.48 |
| * 47 | Kirkland Lake Townsite | 1.8 | Saugeen Indian Reserve | Bruce | 11,000.00 |
| * 48 | Southern-Sauble Road | 6.2 | Beckwith | Lennox and Addington | 6,082.58 |
| * 50 | Beckwith Ninth Line West | 17.5 | Renfrew County | Lennox and Addington | 105,491.95 |
| * 51 | Eganville-Douglas-Northcote | 7.0 | Pittsburgh | Renfrew | 16,616.80 |
| * 52 | Eganville to Hyndford | 2.0 | Camden East | Frontenac | 4,999.31 |
| * 56 | Eighteenth Sideroad | 5.5 | Marquette and Marlborough | Lennox and Addington | 4,984.30 |
| * 57 | Centreville to Enterprise | 2.0 | Jaffey and Melick | Lennox and Addington | 24,111.85 |
| * 58 | Smiths Falls to North Gower | 19.3 | Nabeg | Kenora | 2,487.24 |
| * 59 | Essex-Begg Connecting Road | 1.5 | Palmerston | Kenora | 5,000.00 |
| * 60 | N/S Pardee Road | 4.0 | Orillia | Thunder Bay | 10,791.45 |
| * 61 | Clarendon-Snow Road | 4.5 | Brudenell and Lyndoch | Simcoe | 7,995.14 |
| * 62 | Sparrow Lake to Highway 11 | 6.0 | McNab and Horton | Simcoe | 3,454.14 |
| * 64 | Brudenell to Quadvile | 7.7 | Brougham, Adamston and County | Renfrew | 983.87 |
| * 66 | Sand Point to Castletford | 16.0 | Ratter and Dunnet | Renfrew | 7,927.28 |
| * 67 | Dacre-Stamrock-Renfrew | 0.2 | Marland | Sudbury | 15,016.60 |
| * 68 | Dunnet Bridge and Approaches | 0.1 | Raglan | Sudbury | 971.03 |
| * 69 | Marland Bridge and Approaches | 0.1 | Loughborough | Frontenac | Nil |
| * 72 | Road Sixteen, Ligonorouh | 5.3 | Dummer | Frontenac | 4,983.03 |
| * 73 | Ninth Line, Clarendon South | 6.5 | Victoria County | Peterborough | 12,093.07 |
| * 75 | County Road 9, Bolsover West | 1.7 | Lennox and Addington | Victoria | 2,499.75 |
| * 76 | County Roads 1-B and 1-C, Perth to Hopetown | 14.7 | Lambton County | Lennox and Addington | 238,012.23 |
| * 77 | Eggar Road | 3.2 | Thornah | Lennox and Addington | Nil |
| * 80 | Powassan-Alderdales | 5.0 | South Himswoorth | Lambton | 6,768.63 |
| * 81 | Easton's Corners to Kilmarnock Locks | 1.0 | Wolford | Ontario | 499.81 |
| * 83 | Union Hall Road | 4.5 | Ramsay | Parry Sound | 9,895.24 |
| * 84 | County Road 8, Stirling to Hoard's Station | 4.0 | Denbigh, Barrie and Clarendon | Leeds and Grenville | 14,686.20 |
| * 85 | Denbigh to Plevna | 6.0 | Hastings County | Leeds and Grenville | 140,115.58 |
| * 86 | Ardoch to Clarendon Station | 19.0 | Clarendon, Palmerston, Olden and Oso | Hastings | 4,739.04 |
| * 87 | Wollaston-Lake Boundary | 14.2 | Wollaston and Lake | Frontenac | 5,000.00 |
| * 88 | | 3.0 | | Hastings | 1,869.17 |

APPENDIX No. 1

**Department Expenditures on King's Highways, Development Roads,
Roads in Unincorporated Townships, etc.,
by Counties and Districts**

April 1, 1950, to March 31, 1951

| COUNTY | Construction | Maintenance | Total |
|---|----------------------|----------------------|------------------------|
| Brant: | | | |
| Highway 2..... | \$ 523,975.67 | \$ 131,272.00 | \$ 655,247.67 |
| " 5..... | 380.15 | 11,262.71 | 11,642.86 |
| " 24..... | 4,861.88 | 126,102.79 | 130,964.67 |
| " 24A..... | | 10,557.67 | 10,557.67 |
| " 53..... | 320,745.04 | 15,945.52 | 336,690.56 |
| " 54..... | 415.07 | 23,613.55 | 24,028.62 |
| " 99..... | | 8,013.63 | 8,013.63 |
| Toronto-Windsor controlled access survey..... | 2,689.08 | | 2,689.08 |
| Connecting link, town of Paris..... | | 230.00 | 230.00 |
| | \$ 853,066.89 | \$ 326,997.87 | \$ 1,180,064.76 |
| Bruce: | | | |
| Highway 4..... | \$ 3,165.61 | \$ 27,999.05 | \$ 31,164.66 |
| " 6..... | 38,427.91 | 168,068.75 | 206,496.66 |
| " 9..... | 8,338.19 | 63,611.31 | 71,949.50 |
| " 21..... | 2,617.29 | 87,943.49 | 90,560.78 |
| " 86..... | 33,118.64 | 22,984.06 | 56,102.70 |
| Connecting link, town of Walkerton..... | | 1,589.35 | 1,589.35 |
| DEVELOPMENT ROAD: | | | |
| No. 48 Southampton-Sauble Beach..... | 11,000.00 | | 11,000.00 |
| | \$ 96,667.64 | \$ 372,196.01 | \$ 468,863.65 |
| Carleton: | | | |
| Highway 15..... | \$ 933.02 | \$ 44,579.05 | \$ 45,512.07 |
| " 16..... | 941.92 | 48,701.38 | 49,643.30 |
| " 17..... | 25,686.37 | 75,142.99 | 100,829.36 |
| " 29..... | | 5,889.16 | 5,889.16 |
| " 31..... | 144,260.75 | 49,511.63 | 193,772.38 |
| " 44..... | 22,590.41 | 18,551.97 | 41,142.38 |
| Sidewalk construction, Manotick..... | 261.16 | | 261.16 |
| Sidewalk construction, North Gower..... | 506.77 | | 506.77 |
| Sidewalk construction, Osgoode Station..... | 54.78 | | 54.78 |
| Connecting link, town of Eastview..... | | 327.85 | 327.85 |
| DEVELOPMENT ROADS: | | | |
| Goulburn township..... | 12,472.29 | | 12,472.29 |
| Smiths Falls-North Gower..... | | 12,055.93 | 12,055.93 |
| Stittsville-Carleton Place..... | 1,565.74 | | 1,565.74 |
| | \$ 209,273.21 | \$ 254,759.96 | \$ 464,033.17 |
| Dufferin: | | | |
| Highway 9..... | \$ 3,531.68 | \$ 37,863.15 | \$ 41,394.83 |
| " 10..... | 993.67 | 47,092.52 | 48,086.19 |
| " 24..... | 63,777.84 | 58,815.65 | 122,593.49 |
| " 89..... | 182.36 | 29,939.91 | 30,122.27 |
| " 104..... | | 7,691.78 | 7,691.78 |
| Connecting link, town of Orangeville..... | | 405.47 | 405.47 |
| | \$ 68,485.55 | \$ 181,808.48 | \$ 250,294.03 |
| Elgin: | | | |
| Highway 3..... | \$ 72,107.63 | \$ 71,013.89 | \$ 143,121.52 |
| " 4..... | 21,909.01 | 14,492.70 | 36,401.71 |

| COUNTY | Construction | Maintenance | Total |
|---|---------------|---------------|---------------|
| Elgin: (continued) | | | |
| Highway 19..... | | \$ 11,951.71 | \$ 11,951.71 |
| “ 73..... | \$ 224,172.93 | 20,318.60 | 244,491.53 |
| “ 74..... | 45,095.91 | 11,977.66 | 57,073.57 |
| “ 75..... | | 2,294.68 | 2,294.68 |
| “ 76..... | | 3,059.60 | 3,059.60 |
| “ 77..... | | 3,824.52 | 3,824.52 |
| St. Thomas, east entrance..... | | 1,668.19 | 1,668.19 |
| Toronto-Windsor controlled access survey..... | 479.44 | | 479.44 |
| Miscellaneous surveys..... | 532.98 | | 532.98 |
| | \$ 364,297.90 | \$ 140,601.55 | \$ 504,899.45 |
| Essex: | | | |
| Highway 2..... | \$ 1,180.94 | \$ 323,438.43 | \$ 324,619.37 |
| “ 2B..... | | 537.07 | 537.07 |
| “ 3..... | 89.88 | 41,064.90 | 41,154.78 |
| “ 3B..... | | 4,154.19 | 4,154.19 |
| “ 18..... | 120.71 | 65,489.01 | 65,609.72 |
| “ 18A..... | | 58,658.29 | 58,658.29 |
| “ 18B..... | | 853.82 | 853.82 |
| “ 39..... | 20,240.63 | 14,414.95 | 34,655.58 |
| “ 98..... | | 27,767.06 | 27,767.06 |
| “ 98A..... | | 6,602.19 | 6,602.19 |
| Toronto-Windsor controlled access..... | 21,494.02 | | 21,494.02 |
| Pelee Island..... | | 7,616.65 | 7,616.65 |
| Miscellaneous surveys..... | 40.00 | | 40.00 |
| Connecting link, town of Essex..... | | 896.89 | 896.89 |
| Connecting link, town of Harrow..... | | 116.75 | 116.75 |
| Connecting link, town of Kingsville..... | | 253.30 | 253.30 |
| Connecting link, town of LaSalle..... | | 154.40 | 154.40 |
| Connecting link, town of Leamington..... | | 196.93 | 196.93 |
| Connecting link, town of Ojibway..... | | 38,961.00 | 38,961.00 |
| Connecting link, town of Tecumseh..... | | 71.55 | 71.55 |
| Connecting link, town of Tilbury..... | | 182.95 | 182.95 |
| | \$ 43,166.18 | \$ 591,430.33 | \$ 634,596.51 |
| Frontenac: | | | |
| Highway 2..... | \$ 2,978.78 | \$ 150,490.84 | \$ 153,469.62 |
| “ 2A..... | 12,969.95 | | 12,969.95 |
| “ 7..... | | 57,672.90 | 57,672.90 |
| “ 15..... | 1,322.03 | 40,940.58 | 42,262.61 |
| “ 33..... | | 9,141.93 | 9,141.93 |
| “ 38..... | 314,626.33 | 80,175.53 | 394,801.86 |
| “ 41..... | 576.31 | 8,603.27 | 9,179.58 |
| “ 95..... | 113.41 | 11,974.40 | 12,087.81 |
| “ 96..... | 939.46 | 33,039.68 | 33,979.14 |
| Restoration of Fort Henry..... | 20,662.90 | | 20,662.90 |
| Proposed four-lane highway north of Kingston..... | 293.65 | | 293.65 |
| Miscellaneous surveys..... | 120.21 | | 120.21 |
| DEVELOPMENT ROADS: | | | |
| Highway 7 to village of Clarendon..... | | 34,272.77 | 34,272.77 |
| Highway 41-Plevna..... | | 12,549.52 | 12,549.52 |
| Oso township..... | 113.05 | | 113.05 |
| Parkam-Mountain Grove..... | 9,956.15 | | 9,956.15 |
| Tamworth-Arden-Harlowe..... | 11,946.32 | | 11,946.32 |
| Woodburn south..... | 4,999.31 | | 4,999.31 |
| Clarendon to Snow Road..... | 10,791.45 | | 10,791.45 |
| Clarendon to Ardock..... | 5,000.00 | | 5,000.00 |
| Clarendon station to Oso..... | 3,884.23 | | 3,884.23 |
| | \$ 401,293.54 | \$ 438,861.42 | \$ 840,154.96 |
| Grey: | | | |
| Highway 4..... | \$ 202.30 | \$ 60,451.49 | \$ 60,653.79 |
| “ 6..... | 81,652.51 | 96,892.90 | 178,545.41 |

COUNTY

Construction

Maintenance

Total

Grey: (continued)

| | | | |
|---|---------------|---------------|---------------|
| Highway 10..... | | \$ 56,007.13 | \$ 56,007.13 |
| " 21..... | \$ 74.68 | 19,145.55 | 19,220.23 |
| " 24..... | 44,328.42 | 11,951.68 | 56,280.10 |
| " 26..... | 207,382.13 | 51,912.60 | 259,294.73 |
| Connecting link, town of Durham..... | | 1,664.15 | 1,664.15 |
| Connecting link, town of Hanover..... | | 725.58 | 725.58 |
| Connecting link, town of Meaford..... | | 4,203.51 | 4,203.51 |
| Connecting link, village of Chatsworth..... | | 417.91 | 417.91 |
| Connecting link, village of Flesherton..... | | 675.36 | 675.36 |
| Connecting link, village of Markdale..... | | 640.22 | 640.22 |
| | \$ 333,640.04 | \$ 304,688.08 | \$ 638,328.12 |

Haldimand:

| | | | |
|--|---------------|---------------|---------------|
| Highway 3..... | \$ 1,483.66 | \$ 55,043.18 | \$ 56,526.84 |
| " 6..... | 1,215.31 | 42,220.06 | 43,435.37 |
| " 54..... | 368,604.44 | 19,383.19 | 387,987.63 |
| " 56..... | 18,946.76 | 10,441.61 | 29,387.92 |
| Miscellaneous surveys..... | 104.05 | | 104.05 |
| Connecting link, town of Cayuga..... | | 168.65 | 168.65 |
| Connecting link, town of Dunnville..... | | 245.59 | 245.59 |
| Connecting link, village of Caledonia..... | | 19.15 | 19.15 |
| Connecting link, village of Hagersville..... | | 301.52 | 301.52 |
| | \$ 390,354.22 | \$ 127,822.50 | \$ 518,176.72 |

Halton:

| | | | |
|--|---------------|---------------|---------------|
| Highway 2..... | \$ 2,056.70 | \$ 44,113.72 | \$ 46,170.42 |
| " 5..... | 14,686.33 | 549,203.28 | 563,889.61 |
| " 7..... | | 30,787.60 | 30,787.60 |
| " 25..... | 75,586.19 | 39,757.64 | 115,343.83 |
| Queen Elizabeth Way..... | 23,774.27 | 95,583.75 | 119,358.02 |
| Toronto-Windsor controlled access..... | 1,144.84 | | 1,144.84 |
| Connecting link, town of Acton..... | | 49.26 | 49.26 |
| Connecting link, town of Burlington..... | | 139.25 | 139.25 |
| Connecting link, town of Georgetown..... | | 68.70 | 68.70 |
| Connecting link, town of Milton..... | | 25.97 | 25.97 |
| | \$ 117,248.33 | \$ 759,729.17 | \$ 876,977.50 |

Hastings:

| | | | |
|---|-----------------|---------------|-----------------|
| Highway 2..... | \$ 5,435.19 | \$ 54,616.42 | \$ 60,051.61 |
| " 2A..... | 185.47 | | 185.47 |
| " 7..... | 231,505.61 | 50,574.33 | 282,079.94 |
| " 14..... | 9,971.70 | 38,806.00 | 48,777.70 |
| " 28..... | 66.39 | 21,177.30 | 21,243.69 |
| " 33..... | 209.91 | 17,073.76 | 17,283.67 |
| " 37..... | 139,441.02 | 74,995.15 | 214,436.17 |
| " 62..... | 557,879.68 | 185,018.16 | 742,897.84 |
| Sidewalk construction, village of Thomasburg..... | 280.41 | | 280.41 |
| Sidewalk construction, hamlet of Coe Hill..... | 99.12 | | 99.12 |
| Connecting link, town of Deseronto..... | | 1,239.29 | 1,239.29 |
| Connecting link, village of Bancroft..... | | 438.90 | 438.90 |
| Connecting link, village of Madoc..... | | 234.90 | 234.90 |
| Connecting link, village of Marmora..... | | 328.15 | 328.15 |
| DEVELOPMENT ROADS: | | | |
| Bancroft-Hermon..... | 187.10 | 14,864.30 | 15,051.40 |
| Maynooth-Hastings boundary..... | | 12,813.37 | 12,813.37 |
| Bancroft town line to Haliburton boundary..... | | 18,049.68 | 18,049.68 |
| Hoards Station-Stirling..... | 140,122.56 | | 140,122.56 |
| Coe Hill easterly four miles..... | 49,550.13 | | 49,550.13 |
| Boundary road between Wollaston and Lake townships..... | 1,869.17 | | 1,869.17 |
| | \$ 1,136,803.46 | \$ 490,229.71 | \$ 1,627,033.17 |

| COUNTY | Construction | Maintenance | Total |
|---|---------------|---------------|-----------------|
| Huron: | | | |
| Highway 4..... | \$ 180,154.39 | \$ 74,735.93 | \$ 254,890.32 |
| " 8..... | 1,950.33 | 36,879.16 | 38,829.49 |
| " 9..... | ..... | 2,010.02 | 2,010.02 |
| " 21..... | 181,991.07 | 86,326.55 | 268,317.62 |
| " 23..... | 34,444.77 | 8,766.65 | 43,211.42 |
| " 81..... | 93,223.01 | 5,019.66 | 98,242.67 |
| " 83..... | 18,623.43 | 104,055.83 | 122,679.26 |
| " 84..... | 4,186.23 | 28,263.62 | 32,449.85 |
| " 86..... | 59,639.86 | 73,589.12 | 133,228.98 |
| " 87..... | 99,348.30 | 31,221.70 | 130,570.00 |
| Sidewalk construction, village of Zurich..... | 323.71 | ..... | 323.71 |
| Connecting link, town of Exeter..... | ..... | 178.70 | 178.70 |
| Connecting link, town of Goderich..... | ..... | 59.94 | 59.94 |
| Connecting link, town of Seaforth..... | ..... | 18.19 | 18.19 |
| Connecting link, town of Wingham..... | ..... | 1,928.82 | 1,928.82 |
| | \$ 673,885.10 | \$ 453,053.89 | \$ 1,126,938.99 |
| Kent: | | | |
| Highway 2..... | \$ 10,035.40 | \$ 379,555.73 | \$ 389,591.13 |
| " 3..... | 77.80 | 31,328.82 | 31,406.62 |
| " 21..... | 10.04 | 20,510.31 | 20,520.35 |
| " 40..... | 52,987.43 | 17,528.81 | 70,516.24 |
| " 78..... | 167.48 | 7,889.03 | 8,056.51 |
| " 79..... | 12,783.52 | 3,063.15 | 15,846.67 |
| " 98..... | 220,593.75 | 14,511.07 | 235,104.82 |
| Toronto-Windsor controlled access..... | 1,922.93 | ..... | 1,922.93 |
| Connecting link, town of Blenheim..... | ..... | 140.05 | 140.05 |
| Connecting link, town of Bothwell..... | ..... | 97.11 | 97.11 |
| Connecting link, town of Dresden..... | 9,982.95 | 268.14 | 10,251.09 |
| Connecting link, town of Ridgetown..... | 14,227.38 | 104.73 | 14,332.11 |
| Connecting link, town of Thamesville..... | ..... | 112.75 | 112.75 |
| Connecting link, town of Wallaceburg..... | 1,904.59 | 1,365.00 | 3,269.59 |
| | \$ 324,693.27 | \$ 476,474.70 | \$ 801,167.97 |
| Lambton: | | | |
| Highway 7..... | \$ 73,401.58 | \$ 165,971.71 | \$ 239,373.29 |
| " 21..... | 941.90 | 118,968.41 | 119,910.31 |
| " 22..... | 21,426.51 | 2,793.43 | 24,219.94 |
| " 40..... | 6,116.76 | 25,256.19 | 31,372.95 |
| " 79..... | 190,891.40 | 30,310.44 | 121,201.84 |
| " 80..... | 141.65 | 2,729.67 | 2,871.32 |
| " 82..... | ..... | 5,633.77 | 5,633.77 |
| Miscellaneous surveys..... | 741.75 | ..... | 741.75 |
| Connecting link, village of Thedford..... | ..... | 231.08 | 231.08 |
| DEVELOPMENT ROAD: | | | |
| Ipperwash..... | 24,722.94 | ..... | 24,722.94 |
| | \$ 318,384.49 | \$ 351,894.70 | \$ 670,279.19 |
| Lanark: | | | |
| Highway 7..... | \$ 32.91 | \$ 57,556.92 | \$ 57,589.83 |
| " 15..... | 2,853.92 | 63,858.35 | 66,712.27 |
| " 29..... | 219,151.92 | 52,408.42 | 271,560.34 |
| " 44..... | 16,131.91 | 9,798.55 | 25,930.46 |
| DEVELOPMENT ROADS: | | | |
| Beckwith township..... | 6,082.58 | ..... | 6,082.58 |
| Bellamy Road..... | 16,038.72 | ..... | 16,038.72 |
| Bathurst township..... | 10,169.90 | ..... | 10,169.90 |
| Calabogie-Burnstown..... | 832.71 | ..... | 832.71 |
| Darling north township line to | | | |
| Darling south township line..... | 28,159.01 | 27,029.24 | 55,188.25 |
| Drummond township..... | 6,994.38 | ..... | 6,994.38 |
| Highway 7 north to Hopetown..... | 258,012.23 | ..... | 258,012.23 |
| Lanark north..... | 18.00 | ..... | 18.00 |
| North Elmslev township..... | 10,786.09 | ..... | 10,786.09 |

COUNTY

Lanark: (continued)

| | | | |
|---------------------------------|---------------|---------------|---------------|
| Smiths Falls-North Gower..... | | \$ 12,055.92 | \$ 12,055.92 |
| Stittsville-Carleton Place..... | \$ 1,208.09 | | 1,208.09 |
| Union Hall road..... | 14,686.20 | | 14,686.20 |
| | \$ 591,158.57 | \$ 222,707.40 | \$ 813,865.97 |

Leeds and Grenville:

| | | | |
|--|---------------|---------------|-----------------|
| Highway 2..... | \$ 197,550.90 | \$ 244,107.38 | \$ 441,658.28 |
| “ 2A Survey..... | 6,750.96 | | 6,750.96 |
| “ 2S..... | Cr. 68.41 | 98,822.76 | 98,754.35 |
| “ 15..... | 360,850.03 | 91,070.96 | 451,920.99 |
| “ 16..... | 2,564.50 | 25,129.02 | 27,693.52 |
| “ 29..... | | 62,369.26 | 62,369.26 |
| “ 32..... | | 15,895.76 | 15,895.76 |
| “ 42..... | 33,602.69 | 46,748.97 | 80,351.66 |
| Miscellaneous surveys..... | 44.11 | | 44.11 |
| Prescott by-pass..... | 88.15 | 8,902.69 | 8,990.84 |
| Sidewalk construction, village of Lyndhurst..... | 146.46 | | 146.46 |
| Connecting link, village of Kemptville..... | | 3,749.73 | 3,749.73 |
| DEVELOPMENT ROADS: | | | |
| Athens-Charleston Lake..... | 22,795.51 | | 22,795.51 |
| Easton's Corners-Kilmarnock..... | 9,895.24 | | 9,895.24 |
| Kemptville-Merrickville..... | 42,162.28 | | 42,162.28 |
| McNinch road..... | 6,224.15 | | 6,224.15 |
| Oxford-Wolford..... | 33,380.09 | | 33,380.09 |
| Rideau river road..... | 25,188.33 | | 25,188.33 |
| Westport Bolingbrooke..... | 52,020.57 | | 52,020.57 |
| | \$ 793,195.56 | \$ 596,796.53 | \$ 1,389,992.09 |

Lennox and Addington:

| | | | |
|--|---------------|---------------|---------------|
| Highway 2..... | \$ 65,312.61 | \$ 38,879.28 | \$ 104,191.89 |
| “ 2A..... | 4,875.20 | | 4,875.20 |
| “ 7..... | | 21,013.50 | 21,013.50 |
| “ 33..... | 245.75 | 76,595.32 | 76,841.07 |
| “ 41..... | 67,570.90 | 246,341.15 | 313,912.05 |
| Sidewalk construction, village of Roblin..... | 450.00 | | 450.00 |
| Sidewalk construction, village of Kaladar..... | 291.62 | | 291.62 |
| Connecting link, town of Napanee..... | | 11,341.05 | 11,341.05 |
| DEVELOPMENT ROADS: | | | |
| Centerville-Mud Lake..... | 4,984.30 | | 4,984.30 |
| Denbigh to Plevna Road..... | 4,739.04 | | 4,739.04 |
| Napanee-Marysville..... | 14,084.06 | | 14,084.06 |
| | \$ 162,553.48 | \$ 394,170.30 | \$ 556,723.78 |

Lincoln:

| | | | |
|---|--------------|---------------|---------------|
| Highway 8..... | \$ 8,892.19 | \$ 49,284.36 | \$ 58,176.55 |
| “ 8A..... | | 5,139.35 | 5,139.35 |
| “ 20..... | 2,233.80 | 80,788.37 | 83,022.17 |
| “ 57..... | 11,153.90 | 4,028.93 | 15,182.83 |
| “ 58..... | | 2,285.27 | 2,285.27 |
| Queen Elizabeth Way..... | 6,051.23 | 90,097.65 | 96,148.88 |
| Sidewalk construction, St. Anns..... | 124.33 | | 124.33 |
| Sidewalk construction, Wellandport..... | 740.46 | | 740.46 |
| Connecting link, town of Grimsby..... | | 104.61 | 104.61 |
| | \$ 29,195.91 | \$ 231,728.54 | \$ 260,924.45 |

Middlesex:

| | | | |
|----------------|--------------|---------------|---------------|
| Highway 2..... | \$ 49,221.71 | \$ 684,461.81 | \$ 733,683.52 |
| “ 4..... | 719.51 | 285,116.49 | 285,836.00 |
| “ 7..... | 112,244.15 | 41,920.59 | 154,164.74 |
| “ 22..... | 111,960.01 | 114,714.31 | 226,674.32 |
| “ 23..... | 5,913.68 | 15,341.63 | 21,255.31 |

| COUNTY | Construction | Maintenance | Total |
|---|---------------|-----------------|-----------------|
| Middlesex: (continued) | | | |
| Highway 73..... | \$ 24,143.86 | \$ 10,409.56 | \$ 34,553.42 |
| " 74..... | | 5,560.62 | 5,560.62 |
| " 80..... | 553.37 | 14,578.66 | 15,132.03 |
| " 81..... | 458.07 | 47,377.71 | 47,835.78 |
| Toronto-Windsor controlled access..... | 2,714.38 | | 2,714.38 |
| Miscellaneous surveys..... | 17.39 | | 17.39 |
| | \$ 307,946.13 | \$ 1,219,481.38 | \$ 1,527,427.51 |
| Norfolk: | | | |
| Highway 3..... | \$ 5,389.18 | \$ 44,946.38 | \$ 50,335.56 |
| " 6..... | | 14,644.23 | 14,644.23 |
| " 19..... | | 2,390.32 | 2,390.32 |
| " 24..... | 4,122.42 | 123,483.84 | 127,606.26 |
| " 59..... | | 2,950.34 | 2,950.34 |
| Connecting link, town of Simcoe..... | | 77.23 | 77.23 |
| | \$ 9,511.60 | \$ 188,492.34 | \$ 198,003.94 |
| Northumberland and Durham: | | | |
| Highway 2..... | \$ 16,631.92 | \$ 603,014.54 | \$ 619,646.46 |
| " 2A..... | 437,212.98 | | 437,212.98 |
| " 7A..... | 36,720.27 | 59,724.12 | 96,444.39 |
| " 28..... | 898.19 | 34,770.91 | 35,669.10 |
| " 30..... | 7,880.59 | 40,028.32 | 47,908.91 |
| " 33..... | | 3,024.28 | 3,024.28 |
| " 35..... | 847.30 | 41,835.24 | 42,682.54 |
| " 45..... | 45,019.73 | 82,090.55 | 127,110.28 |
| Preliminary survey, Bowmanville-Peterborough..... | 8.11 | | 8.11 |
| Preliminary survey, Oshawa-Pontypool..... | 1,668.24 | | 1,668.24 |
| Preliminary survey, Pontypool-Peterborough..... | 1,481.99 | | 1,481.99 |
| Miscellaneous surveys..... | 963.29 | | 963.29 |
| Sidewalk construction, village of Bethany..... | 359.37 | | 359.37 |
| Sidewalk construction, village of Warkworth..... | 244.81 | | 244.81 |
| Connecting link, town of Bowmanville..... | 5,114.48 | | 5,114.48 |
| Connecting link, village of Brighton..... | | 337.65 | 337.65 |
| Connecting link, village of Colborne..... | | 8.75 | 8.75 |
| Connecting link, town of Campbellford..... | | 261.52 | 261.52 |
| Connecting link, village of Hastings..... | | 133.45 | 133.45 |
| Connecting link, village of Newcastle..... | | 14.15 | 14.15 |
| Connecting link, town of Port Hope..... | 411.62 | 878.49 | 1,290.11 |
| | \$ 555,462.89 | \$ 866,121.97 | \$ 1,421,584.86 |
| Ontario: | | | |
| Highway 2..... | \$ 22.64 | \$ 43,384.47 | \$ 43,407.11 |
| " 2A..... | 264,782.49 | 77,265.72 | 342,048.21 |
| " 7..... | 16,013.00 | 29,351.06 | 45,364.06 |
| " 7A..... | 7.21 | 14,418.86 | 14,426.07 |
| " 12..... | 46,541.01 | 118,293.56 | 164,834.57 |
| " 47..... | 9,231.29 | 75,614.12 | 84,845.41 |
| " 48..... | 1,403.70 | 10,759.64 | 12,163.34 |
| " 69..... | 180.00 | 25,377.66 | 25,557.66 |
| Miscellaneous surveys..... | 257.93 | | 257.93 |
| Sidewalk construction, East Whitby township..... | 2,124.28 | | 2,124.28 |
| Connecting link, village of Beaverton..... | | 183.95 | 183.95 |
| Connecting link, village of Port Perry..... | | 334.95 | 334.95 |
| Connecting link, town of Whitby..... | | 558.75 | 558.75 |
| DEVELOPMENT ROADS: | | | |
| Portage Road..... | 6,768.63 | | 6,768.63 |
| Uxbridge to Udora..... | 49,829.51 | | 49,829.51 |
| East Whitby township road..... | 10.50 | | 10.50 |
| | \$ 397,172.19 | \$ 395,542.74 | \$ 792,714.93 |

| COUNTY | | Construction | Maintenance | Total |
|---|-------|---------------|---------------|---------------|
| Oxford: | | | | |
| Highway 2 | ..... | \$ 105,057.20 | \$ 180,773.18 | \$ 285,830.38 |
| " 3 | ..... |  | 2,390.32 | 2,390.32 |
| " 19 | ..... | 2,503.36 | 44,474.14 | 46,977.50 |
| " 53 | ..... |  | 7,851.29 | 7,851.29 |
| " 59 | ..... | 861.09 | 26,581.23 | 27,442.32 |
| " 97 | ..... | 18,201.49 | 41,867.17 | 60,068.66 |
| " 100 | ..... | 1,471.38 | 40,472.67 | 41,944.05 |
| Toronto-Windsor controlled access | ..... | 3,496.38 | | 3,496.38 |
| | | \$ 131,590.90 | \$ 344,410.00 | \$ 476,000.90 |
| Peel: | | | | |
| Highway 2 | ..... | \$ 1,217.83 | \$ 19,959.24 | \$ 21,177.07 |
| " 5 | ..... | 125,023.33 | 25,557.89 | 150,581.22 |
| " 7 | ..... |  | 17,411.83 | 17,411.83 |
| " 9 | ..... | 21,080.47 | 24,030.31 | 45,110.78 |
| " 10 | ..... | 6,551.18 | 348,488.03 | 355,039.21 |
| " 24 | ..... |  | 23,018.26 | 23,018.26 |
| " 50 | ..... | 5,163.20 | 24,878.78 | 30,041.98 |
| " 51 | ..... |  | 6,127.91 | 6,127.91 |
| Queen Elizabeth Way | ..... | 13,531.86 | 301,593.80 | 315,125.66 |
| Toronto-Windsor controlled access | ..... | 1,079.40 | | 1,079.40 |
| Connecting link, town of Port Credit | ..... |  | 1,975.07 | 1,975.07 |
| | | \$ 173,647.27 | \$ 793,041.12 | \$ 966,688.39 |
| Perth: | | | | |
| Highway 7 | ..... | \$ 1,708.52 | \$ 31,519.80 | \$ 33,228.32 |
| " 8 | ..... | 8,495.68 | 39,145.36 | 47,641.04 |
| " 19 | ..... | 217,546.65 | 61,847.23 | 279,393.88 |
| " 23 | ..... | 69,946.39 | 256,887.79 | 326,834.18 |
| " 83 | ..... | 553.54 | 9,029.61 | 9,583.15 |
| " 86 | ..... | 20,269.52 | 60,556.75 | 80,826.27 |
| " 100 | ..... | 100.00 | 4,496.95 | 4,596.95 |
| Connecting link, town of Listowel | ..... |  | 654.97 | 654.97 |
| Connecting link, village of Milverton | ..... |  | 90.71 | 90.71 |
| Connecting link, town of Mitchell | ..... |  | 332.55 | 332.55 |
| | | \$ 318,620.30 | \$ 464,561.72 | \$ 783,182.02 |
| Peterborough: | | | | |
| Highway 7 | ..... | \$ 494,304.44 | \$ 126,938.51 | \$ 621,242.95 |
| " 7A | ..... |  | 1,524.16 | 1,524.16 |
| " 28 | ..... | 14,299.23 | 107,704.82 | 122,004.05 |
| " 30 | ..... | 3,110.14 | 4,433.50 | 7,543.64 |
| " 36 | ..... | 5,823.25 | 43,476.70 | 49,299.95 |
| " 45 | ..... | 155.58 | 8,853.50 | 9,009.08 |
| Peterborough by-pass | ..... | 244.56 | | 244.56 |
| Preliminary survey, Pontypool to Peterborough | ..... | 1,250.16 | | 1,250.16 |
| Connecting link, village of Lakefield | ..... |  | 494.57 | 494.57 |
| DEVELOPMENT ROADS: | | | | |
| Apsley-Lasswade-Clydesdale | ..... |  | 14,289.73 | 14,289.73 |
| Bobcaygeon to Kinmount | ..... | 3,247.56 | 4,137.41 | 7,384.97 |
| Burnt River-Kinmount | ..... | 123.25 | | 123.25 |
| Catchacoma road | ..... |  | 22,028.51 | 22,028.51 |
| Cedar Lake road from Highway 28 to Big Cedar Lake | ..... | 8,955.93 | | 8,955.93 |
| Chandos-Glenalda | ..... | 12,212.14 | | 12,212.14 |
| Church Line road | ..... | 3,050.67 | | 3,050.67 |
| Clarina to Centre Dummer | ..... | 12,093.07 | | 12,093.07 |
| Hall's Bridge to Highway 36 | ..... | 2,407.07 | | 2,407.07 |
| Havelock to Lasswade | ..... | 16,449.90 | | 16,449.90 |
| Clear Lake road | ..... | 12,561.93 | | 12,561.93 |
| | | \$ 590,288.88 | \$ 333,881.41 | \$ 924,170.29 |

| COUNTY | Construction | Maintenance | Total |
|--|---------------|---------------|-----------------|
| Prescott and Russell: | | | |
| Highway 17..... | \$ 13,995.56 | \$ 154,901.93 | \$ 168,897.49 |
| “ 34..... | ..... | 11,405.43 | 11,405.43 |
| New Trans Canada Highway..... | 454,414.19 | ..... | 454,414.19 |
| Sidewalk construction, township of Clarence..... | 2,449.06 | ..... | 2,449.06 |
| Sidewalk construction, village of St. Albert..... | 552.82 | ..... | 552.82 |
| Sidewalk construction, village of St. Isidore..... | 497.99 | ..... | 497.99 |
| Connecting link, town of Rockland..... | ..... | 395.20 | 395.20 |
| | \$ 471,909.62 | \$ 166,702.56 | \$ 638,612.18 |
| Prince Edward: | | | |
| Highway 14..... | \$ 1,448.86 | \$ 20,408.77 | \$ 21,857.63 |
| “ 33..... | 2,604.00 | 22,252.43 | 24,856.43 |
| “ 41..... | 76.25 | 7,110.61 | 7,186.86 |
| Connecting link, town of Picton..... | ..... | 370.53 | 370.53 |
| DEVELOPMENT ROAD: | | | |
| County road 7 from Highway 33 to Lake on the Mountain, north Marysburg township..... | 1,407.57 | ..... | 1,407.57 |
| | \$ 5,536.68 | \$ 50,142.34 | \$ 55,679.02 |
| Renfrew: | | | |
| Highway 17..... | \$ 32,022.67 | \$ 353,306.05 | \$ 385,328.72 |
| “ 29..... | ..... | 484.98 | 484.98 |
| “ 41..... | 33.58 | 42,008.00 | 42,041.58 |
| “ 60..... | 42,769.95 | 60,123.85 | 102,893.80 |
| “ 62..... | 9,788.35 | 77,040.13 | 86,828.48 |
| Connecting link, town of Arnprior..... | 11,256.83 | 9.00 | 11,265.83 |
| Connecting link, town of Pembroke..... | 1,162.08 | ..... | 1,162.08 |
| Connecting link, town of Renfrew..... | ..... | 781.80 | 781.80 |
| DEVELOPMENT ROADS: | | | |
| Killaloe-Round Lake..... | 39.22 | 12,151.48 | 12,190.70 |
| Combermere-Burgess Mine..... | ..... | 5,282.68 | 5,282.68 |
| Combermere to Quadville..... | ..... | 27,922.58 | 27,922.58 |
| Killaloe-Brudenell..... | ..... | 13,601.95 | 13,601.95 |
| Eganville to Cormac..... | ..... | 15,264.31 | 15,264.31 |
| Dacre to Hyndford..... | ..... | 12,641.09 | 12,641.09 |
| Dacre-Shamrock..... | 7,927.28 | 8,192.66 | 16,119.94 |
| Eganville-Kelly's Corners..... | ..... | 7,182.24 | 7,182.24 |
| Burnstown-Black Diamond Mine and Calabogie to Darling township line..... | 2,869.12 | 94,905.35 | 97,774.47 |
| Wilberforce township road..... | 812.37 | ..... | 812.37 |
| Pembroke-Eganville road..... | 72,921.87 | 14,584.14 | 87,506.01 |
| Snake River Bridge..... | 1,739.44 | ..... | 1,739.44 |
| Calabogie-Opeongo..... | 17,620.86 | ..... | 17,620.86 |
| Combermere-Rockingham..... | 2,993.87 | ..... | 2,993.87 |
| Douglas-Kelly's Corners..... | 95,066.41 | ..... | 95,066.41 |
| Eganville-Hyndford..... | 16,616.80 | ..... | 16,616.80 |
| Brudenell to Quadville..... | 3,454.14 | ..... | 3,454.14 |
| Sand Point to Castle Road..... | 983.87 | ..... | 983.87 |
| Quadville to Hardwood Lake..... | 4,983.03 | ..... | 4,983.03 |
| Brudenell boundary to Gratten boundary..... | 4,991.48 | ..... | 4,991.48 |
| Highway 60-Round Lake..... | 6,062.18 | ..... | 6,062.18 |
| Cormac-Rochefort road..... | 166.60 | ..... | 166.60 |
| Northcote via Douglas and Kelly's Corners to Eganville..... | ..... | 10,425.54 | 10,425.54 |
| | \$ 336,282.00 | \$ 755,907.83 | \$ 1,092,189.83 |
| Simcoe: | | | |
| Highway 9..... | \$ 22,094.86 | \$ 20,335.88 | \$ 42,430.74 |
| “ 11..... | 6,121.51 | 295,660.97 | 301,782.48 |
| “ 12..... | 186,120.76 | 56,907.02 | 243,027.78 |
| “ 24..... | 53,228.40 | 30,805.93 | 84,034.33 |
| “ 26..... | 40,966.43 | 212,368.64 | 253,335.07 |

| COUNTY | Construction | Maintenance | Total |
|---|-----------------|---------------|-----------------|
| Simcoe: (continued) | | | |
| Highway 27..... | \$ 78,517.86 | \$ 103,186.94 | \$ 181,704.80 |
| " 88..... | 3.51 | 7,874.90 | 7,878.41 |
| " 89..... | 159,120.52 | 40,400.62 | 199,521.14 |
| " 90..... | | 24,840.02 | 24,840.02 |
| " 91..... | | 14,388.75 | 14,388.75 |
| " 92..... | 17.08 | 15,774.19 | 15,791.27 |
| " 93..... | 1,297.11 | 40,221.06 | 41,518.17 |
| " 103..... | 636.66 | 11,226.90 | 11,863.56 |
| Barrie by-pass..... | 806,231.05 | | 806,231.05 |
| Orillia by-pass..... | 87.45 | | 87.45 |
| Toronto-Barrie dual highway..... | 581,570.72 | | 581,570.72 |
| Craighurst-Coldwater survey..... | 5,906.73 | | 5,906.73 |
| Connecting link, town of Barrie..... | 11,096.39 | 957.25 | 12,053.64 |
| Connecting link, town of Orillia..... | | 1,692.07 | 1,692.07 |
| Connecting link, village of Alliston..... | | 600.00 | 600.00 |
| Connecting link, village of Coldwater..... | | 895.65 | 895.65 |
| Connecting link, village of Port McNicoll..... | | 589.45 | 589.45 |
| Connecting link, village of Stayner..... | | 1,060.25 | 1,060.25 |
| Connecting link, village of Victoria Harbour..... | | 894.17 | 894.17 |
| DEVELOPMENT ROADS: | | | |
| Highway 11 to Sparrow Lake..... | 7,995.14 | | 7,995.14 |
| Lovering to Severn Falls..... | 8,296.96 | | 8,296.96 |
| Thunder Bay road-Tiny township..... | 4,326.13 | | 4,326.13 |
| Severn Falls to Big Chute..... | | 696.13 | 696.13 |
| Matchedash township..... | 294.26 | | 294.26 |
| | \$ 1,973,929.53 | \$ 881,376.79 | \$ 2,855,306.32 |
| Stormont, Dundas and Glengarry: | | | |
| Highway 2..... | \$ 6,507.26 | \$ 215,136.63 | \$ 221,643.89 |
| " 2A survey..... | 2,940.14 | | 2,940.14 |
| " 31..... | 7,915.23 | 51,926.43 | 59,841.66 |
| " 34..... | 44,214.85 | 178,527.97 | 222,742.82 |
| " 43..... | 349,793.79 | 77,349.90 | 427,143.69 |
| Sidewalk construction, village of Avonmore..... | 86.45 | | 86.45 |
| Connecting link, village of Iroquois..... | | 381.56 | 381.56 |
| Connecting link, village of Winchester..... | | 505.74 | 505.74 |
| Connecting link, town of Alexandria..... | | 1,203.59 | 1,203.59 |
| | \$ 411,457.72 | \$ 525,031.82 | \$ 936,489.54 |
| Victoria: | | | |
| Highway 7..... | \$ 8,881.58 | \$ 45,464.13 | \$ 54,345.71 |
| " 35..... | 310,108.56 | 49,142.47 | 359,251.03 |
| " 36..... | 54,918.97 | 19,024.11 | 73,943.08 |
| " 46..... | 20,807.14 | 57,657.27 | 78,464.41 |
| Miscellaneous surveys..... | 69.93 | | 69.93 |
| Connecting link, town of Lindsay..... | | 2,722.27 | 2,722.27 |
| Connecting link, village of Omemee..... | | 439.85 | 439.85 |
| DEVELOPMENT ROADS: | | | |
| County road 9, township of Eldon..... | 2,499.75 | | 2,499.75 |
| Burnt River Road..... | | 41,745.18 | 41,745.18 |
| Norland-Kinmount and Norland-Uphill..... | 29,272.85 | 20,137.58 | 49,410.43 |
| Highway 46-Sebright, 46-Uphill and Sebright to Uphill..... | 10,000.00 | 22,207.25 | 32,207.25 |
| Bobcaygeon to Kinmount..... | 123,603.07 | 4,137.41 | 127,740.48 |
| Burnt River to Kinmount..... | 123.25 | | 123.25 |
| | \$ 560,285.10 | \$ 262,677.52 | \$ 822,962.62 |
| Waterloo: | | | |
| Highway 7..... | \$ 15,469.20 | \$ 129,400.75 | \$ 144,869.95 |
| " 8..... | 25,411.80 | 183,263.81 | 208,675.61 |
| " 24..... | 2,265.62 | 14,295.22 | 16,560.84 |
| " 24A..... | 632.83 | 10,557.67 | 11,190.50 |
| " 85..... | 4,149.88 | 18,639.85 | 22,789.73 |
| " 86..... | 3,477.23 | 33,574.01 | 37,051.24 |

| COUNTY | Construction | Maintenance | Total |
|--|---------------|---------------|---------------|
| Waterloo: (continued) | | | |
| Highway 97..... | \$ 904.78 | \$ 11,921.11 | \$ 12,825.89 |
| Survey Toronto-Windsor controlled access.. | 2,335.68 | ..... | 2,335.68 |
| Connecting link, town of Preston..... | ..... | 3,879.70 | 3,879.70 |
| | \$ 54,647.02 | \$ 405,532.12 | \$ 460,179.14 |
| Welland: | | | |
| Highway 3..... | \$ 682.51 | \$ 49,102.36 | \$ 49,784.87 |
| " 3A..... | ..... | 20,137.33 | 20,137.33 |
| " 3C..... | ..... | 13,116.58 | 13,116.58 |
| " 8..... | 483.33 | 12,301.17 | 12,784.50 |
| " 20..... | 30.46 | 16,524.33 | 16,554.79 |
| " 57..... | 21,289.19 | 8,561.47 | 29,850.66 |
| " 58..... | 277.50 | 13,309.66 | 13,587.16 |
| Queen Elizabeth Way..... | 39,838.41 | 80,058.84 | 119,897.25 |
| | \$ 62,601.40 | \$ 213,111.74 | \$ 275,713.14 |
| Wellington: | | | |
| Highway 6..... | \$ 381,463.31 | \$ 85,435.01 | \$ 466,898.32 |
| " 7..... | 145.75 | 27,593.53 | 27,739.28 |
| " 9..... | 7,952.55 | 59,203.92 | 67,156.47 |
| " 23..... | ..... | 5,012.02 | 5,012.02 |
| " 24..... | 79,212.26 | 55,656.90 | 134,869.16 |
| " 86..... | 4,083.47 | 43,529.37 | 47,612.84 |
| " 87..... | 66,661.72 | 18,505.51 | 85,167.23 |
| Toronto-Windsor controlled access..... | 1,525.92 | ..... | 1,525.92 |
| Connecting link, village of Arthur..... | ..... | 441.04 | 441.04 |
| Connecting link, village of Fergus..... | ..... | 248.97 | 248.97 |
| Connecting link, town of Harriston..... | ..... | 21.70 | 21.70 |
| Connecting link, town of Mount Forest..... | ..... | 1,541.77 | 1,541.77 |
| Connecting link, town of Palmerston..... | ..... | 7,300.00 | 7,300.00 |
| | \$ 541,044.98 | \$ 304,489.74 | \$ 845,534.72 |
| Wentworth: | | | |
| Highway 2..... | \$ 23,513.45 | \$ 43,175.72 | \$ 66,689.17 |
| " 2A..... | 118,143.76 | 9,073.35 | 127,217.11 |
| " 5..... | 2,161.64 | 121,034.80 | 123,196.44 |
| " 6..... | 17,565.73 | 41,158.03 | 58,723.76 |
| " 8..... | 3,796.51 | 120,763.28 | 124,559.79 |
| " 20..... | 1,071.00 | 33,861.77 | 34,932.77 |
| " 52..... | ..... | 21,796.65 | 21,796.65 |
| " 53..... | 12.30 | 20,656.01 | 20,668.31 |
| " 55..... | ..... | 9,946.08 | 9,946.08 |
| " 56..... | 441.62 | 10,472.80 | 10,914.42 |
| " 97..... | ..... | 15,344.39 | 15,344.39 |
| " 99..... | 47,725.24 | 21,336.96 | 69,062.20 |
| " 102..... | 29.78 | 9,090.10 | 9,119.88 |
| Queen Elizabeth Way..... | 324.41 | 27,985.96 | 28,310.37 |
| Connecting link, town of Dundas..... | ..... | 83.93 | 83.93 |
| | \$ 214,785.44 | \$ 505,779.83 | \$ 720,565.27 |
| York: | | | |
| Highway 2..... | \$ 9,635.31 | \$ 52,852.53 | \$ 62,487.84 |
| " 2A..... | 274.28 | 8,592.63 | 8,866.91 |
| " 5..... | 61,101.04 | 19,376.44 | 80,477.48 |
| " 5A..... | 8,287.69 | 21,317.90 | 29,605.59 |
| " 7..... | 6,051.64 | 187,321.64 | 193,373.28 |
| " 9..... | ..... | 6,065.54 | 6,065.54 |
| " 11..... | 385,931.80 | 290,224.07 | 676,155.87 |
| " 11A..... | 247.58 | 2.10 | 249.68 |
| " 27..... | 243,700.02 | 51,277.03 | 294,977.05 |
| " 47..... | 89.28 | 29,992.82 | 30,082.10 |
| " 49..... | 466.02 | 2,821.14 | 3,287.16 |
| " 50..... | ..... | 2,821.14 | 2,821.14 |

| COUNTY | Construction | Maintenance | Total |
|--|-----------------------|----------------------|-----------------------|
| York: (continued) | | | |
| Queen Elizabeth Way | \$ 1,190.81 | \$ 27,831.61 | \$ 29,022.42 |
| Old Queen Street | 18,557.36 | 10,817.44 | 29,374.80 |
| Toronto-Barrie controlled access | 827,309.75 | ..... | 827,309.75 |
| Toronto by-pass controlled access | 1,797,516.11 | ..... | 1,797,516.11 |
| Toronto, north-west entrance controlled access | 2,704.96 | ..... | 2,704.96 |
| Miscellaneous surveys | 41.86 | ..... | 41.86 |
| Connecting link, town of Mimico ..... | ..... | 1,544.89 | 1,544.89 |
| Connecting link, town of New Toronto ..... | ..... | 921.74 | 921.74 |
| Connecting link, village of Long Branch ..... | ..... | 904.25 | 904.25 |
| Connecting link, village of Richmond Hill ..... | ..... | 943.32 | 943.32 |
| | \$3,363,105.51 | \$ 715,628.23 | \$4,078,733.74 |

| DISTRICT | Construction | Maintenance | Total |
|---|---------------|---------------|-----------------|
| Haliburton: | | | |
| Highway 28..... | \$ 497.90 | \$ 21,177.30 | \$ 21,675.20 |
| “ 35..... | 30,022.52 | 56,484.67 | 86,507.19 |
| “ 60..... | | 5,806.70 | 5,806.70 |
| Sidewalk construction, village of Minden..... | 423.56 | | 423.56 |
| DEVELOPMENT ROADS: | | | |
| Eagle Lake Road to Carnarvon..... | 18,500.00 | | 18,500.00 |
| Cardiff township..... | 193.57 | | 193.57 |
| Gooderham-Wilberforce..... | 686.38 | | 686.38 |
| Haliburton-Eganville..... | 1,120.59 | | 1,120.59 |
| Haliburton-Redstone..... | | 31,011.30 | 31,011.30 |
| Haliburton-Tory Hill..... | 28.04 | | 28.04 |
| Harcourt-Highland Road..... | 1,020.36 | | 1,020.36 |
| Irondale-Harcourt..... | 146.20 | | 146.20 |
| Kinmount-Hastings county boundary..... | 185,215.95 | 83,369.28 | 268,585.23 |
| Lutterworth township..... | 11.95 | | 11.95 |
| Lake Kashog, south shore road..... | 9,463.42 | | 9,463.42 |
| Minden-Kinmount..... | 705.85 | 20,544.93 | 21,250.78 |
| Minden to junction with Kinmount | | | |
| Hasting boundary road..... | 86,521.32 | 35,076.81 | 121,598.13 |
| Snowden road..... | 8,000.00 | | 8,000.00 |
| | \$ 342,557.61 | \$ 253,470.99 | \$ 596,028.60 |
| Muskoka: | | | |
| Highway 11..... | \$ 609,991.96 | \$ 207,452.29 | \$ 817,444.25 |
| “ 35..... | 18.66 | 7,414.42 | 7,433.08 |
| “ 60..... | 7.80 | 42,339.80 | 42,347.60 |
| “ 69..... | 45.41 | 35,391.81 | 35,437.22 |
| Port Severn-Footes Bay survey..... | 6,699.18 | | 6,699.18 |
| Gibson River-Moon River survey..... | 4,387.89 | | 4,387.89 |
| Baxter Lake-Gibson River survey..... | 3,695.04 | | 3,695.04 |
| Connecting link, town of Bracebridge..... | | 2,532.24 | 2,532.24 |
| Connecting link, town of Huntsville..... | | 3,436.75 | 3,436.75 |
| DEVELOPMENT ROADS: | | | |
| Port Severn to Honey Harbour..... | | 21,680.30 | 21,680.30 |
| Gravenhurst to Sanitarium..... | | 935.94 | 935.94 |
| Bracebridge to Dorset..... | 27.30 | 29,421.11 | 29,448.41 |
| Bracebridge to Highway 69..... | | 23,185.75 | 23,185.75 |
| Huntsville to Baysville..... | | 37,125.27 | 37,125.27 |
| Falkenburg-Rosseau-Parry Sound road..... | 9,306.02 | 57,992.36 | 67,298.38 |
| Highway 11 to Windermere..... | | 22,908.87 | 22,908.87 |
| Interlaken road..... | | 17,426.85 | 17,426.85 |
| Bayville-Dorset..... | 57.47 | | 57.47 |
| Cardwell township..... | 21.72 | | 21.72 |
| Clear Lake road..... | 15,098.75 | | 15,098.75 |
| South Portage-Rat Lake road..... | 34,866.00 | | 34,866.00 |
| Highway 11 to Housey Rapids..... | 7,999.62 | | 7,999.62 |
| Aspdin road-Rosseau Hekkla road- | | | |
| Skeleton Lake road..... | 14,999.56 | | 14,999.56 |
| Peninsular road Port Carling-Humphrey | | | |
| township boundary survey..... | 343.72 | | 343.72 |
| UNINCORPORATED TOWNSHIP ROADS: | | | |
| Sinclair township..... | | 2,326.30 | 2,326.30 |
| | \$ 707,566.10 | \$ 511,570.06 | \$ 1,219,136.16 |
| Nipissing: | | | |
| Highway 11..... | \$ 145,056.75 | \$ 156,955.33 | \$ 302,012.08 |
| “ 17..... | 710,860.97 | 164,707.02 | 875,567.99 |
| “ 60..... | 21,123.25 | 67,479.18 | 88,602.43 |
| “ 63..... | 91,875.89 | 62,907.07 | 154,782.96 |
| “ 64..... | 30,837.87 | 69,623.77 | 100,461.64 |
| “ 94..... | | 10,650.91 | 10,650.91 |
| North Bay by-pass..... | 1,033.62 | | 1,033.62 |
| Miscellaneous surveys..... | 691.04 | | 691.04 |

| DISTRICT | Construction | Maintenance | Total |
|---|-----------------|---------------|-----------------|
| Nipissing: (continued) | | | |
| DEVELOPMENT ROADS: | | | |
| Chisholm township..... | \$ 9,615.74 | | \$ 9,615.74 |
| East Ferris township..... | 3,423.78 | | 3,423.78 |
| Calvin township..... | 3,097.98 | | 3,097.98 |
| Hagar-Rutter-Bigwood-Wolseley Bay.... | 206,041.59 | \$ 106,861.62 | 312,903.21 |
| Mattawa-Lecave..... | 19,194.98 | | 19,194.98 |
| Mattawa to Harrington Creek..... | | 17,207.28 | 17,207.28 |
| Field to River Valley..... | 10,398.10 | 8,456.17 | 18,854.27 |
| Highway 11 to airport..... | | 2,202.95 | 2,202.95 |
| Verner-Lavinge-Muskrat Creek..... | | 55,857.43 | 55,857.43 |
| Warren to River Valley..... | | 8,585.26 | 8,585.26 |
| Cumtitan Road and Spurs..... | | 1,005.05 | 1,005.05 |
| Madawaska Cross Lake..... | | 6,894.39 | 6,894.39 |
| Whitney to Hastings boundary..... | | 24,303.03 | 24,303.03 |
| North Temiskaming road..... | 227.06 | | 227.06 |
| Findlayson township..... | 14.80 | | 14.80 |
| UNINCORPORATED TOWNSHIP ROADS: | | | |
| Airy township..... | | 256.89 | 256.89 |
| Badgerow township..... | 1,512.25 | 3,441.84 | 4,954.09 |
| Bigwood township..... | | 2,187.51 | 2,187.51 |
| Bastedo township..... | | 283.80 | 283.80 |
| Crerar and northwest Gibbons township.. | | 2,604.94 | 2,604.94 |
| Crerar and Dana township..... | | 4,194.66 | 4,194.66 |
| Delemera and Hoskin township..... | | 2,518.30 | 2,518.30 |
| Falconer, south Loudon and southeast Haddo township..... | | 1,637.04 | 1,637.04 |
| Falconer township..... | | 194.00 | 194.00 |
| Gibbons township..... | | 1,477.07 | 1,477.07 |
| Gibbons, Crerar and Hugel township..... | | 324.24 | 324.24 |
| Grant township..... | | 1,550.55 | 1,550.55 |
| Henry township..... | | 1,303.99 | 1,303.99 |
| Hugel township..... | | 3,571.06 | 3,571.06 |
| Haddo township..... | | 43.68 | 43.68 |
| Kirkpatrick township..... | | 3,419.74 | 3,419.74 |
| Lauder township..... | | 233.61 | 233.61 |
| Murchison..... | | 235.88 | 235.88 |
| McNich township..... | | 307.88 | 307.88 |
| McPherson township..... | | 162.12 | 162.12 |
| McPherson, north Loudon and northeast Haddo township..... | | 6,207.99 | 6,207.99 |
| Phelps township..... | 3,022.19 | 5,604.61 | 8,626.80 |
| Scollard township..... | | 776.72 | 776.72 |
| Sabine township..... | | 109.82 | 109.82 |
| South Lorrain township..... | | 149.47 | 149.47 |
| Wyse and Poitras township..... | | 1,318.29 | 1,318.29 |
| James township..... | | 733.47 | 733.47 |
| Dickens township..... | | 750.00 | 750.00 |
| | \$ 1,258,027.86 | \$ 809,295.63 | \$ 2,067,323.49 |
| Parry Sound: | | | |
| Highway 11..... | \$ 226,339.71 | \$ 338,667.02 | \$ 565,006.73 |
| " 69..... | 826,883.97 | 122,210.26 | 949,094.23 |
| Miscellaneous survey..... | 164.85 | | 164.85 |
| Connecting link, town of Parry Sound..... | | 72.75 | 72.75 |
| DEVELOPMENT ROADS: | | | |
| Old Nipissing road..... | 4,992.57 | | 4,992.57 |
| Bernard Lake northerly..... | 2,997.41 | | 2,997.41 |
| Katrine to Doe Lake..... | 3,800.56 | | 3,800.56 |
| Hurdsville Broadbent Inholmes road, McKellar township..... | 4,992.89 | | 4,992.89 |
| Rose Point to Depot Harbour road..... | 23,976.03 | | 23,976.03 |
| Highway 69 to Shebeshekong..... | 4,996.32 | | 4,996.32 |
| Rosseau-south boundary Humphrey township..... | 19,999.43 | | 19,999.43 |
| Emsdale-Kearney..... | | 5,598.32 | 5,598.32 |

| DISTRICT | Construction | Maintenance | Total |
|---|----------------|----------------|----------------|
| Parry Sound; (continued) | | | |
| Powassan-Alderdale..... | \$ 8,399.36 | | \$ 8,399.36 |
| North Himsworth township..... | 2,175.00 | | 2,175.00 |
| Fifth line road, Nipissing township..... | 27,997.38 | | 27,997.38 |
| Lighthouse beach road, North Himsworth..... | 13,614.03 | | 13,614.03 |
| Rosseau-Hayes Corners..... | | \$ 19,690.39 | 19,690.39 |
| Emsdale-Parry Sound..... | | 46,541.01 | 46,541.01 |
| Burks Falls-Parry Sound..... | 43,065.02 | 151,599.64 | 194,664.66 |
| Dunchurch-Ardberg..... | | 24,546.50 | 24,546.50 |
| Sundridge-Matawawan..... | 312.39 | 118,373.38 | 118,685.77 |
| Highway 69-Bayfield..... | | 6,415.47 | 6,415.47 |
| Powassan westerly..... | 7.06 | 21,536.45 | 21,543.51 |
| Trout Creek-Loring-Restoule..... | 4,309.11 | 93,620.47 | 97,929.58 |
| Nipissing township..... | 406.54 | | 406.54 |
| Trout Creek-Loring road..... | 264.99 | | 264.99 |
| McDougal township..... | 247.18 | | 247.18 |
| McKellar-Dunchurch..... | 7.24 | | 7.24 |
| UNINCORPORATED TOWNSHIP ROADS: | | | |
| Bethune township..... | | 2,481.94 | 2,481.94 |
| Conger township..... | | 3,098.35 | 3,098.35 |
| Croft township..... | | 2,823.80 | 2,823.80 |
| Ferguson township..... | | 1,734.74 | 1,734.74 |
| Ferrie township..... | | 419.96 | 419.96 |
| Gurd township..... | 6,999.17 | 6,046.14 | 13,045.31 |
| Harrison township..... | | 2,870.66 | 2,870.66 |
| Laurier township..... | | 2,320.74 | 2,320.74 |
| Lount township..... | 7,999.26 | 4,506.19 | 12,505.45 |
| Mills and Hardy townships..... | 13,994.87 | 7,719.30 | 21,714.17 |
| McKenzie and Burpee townships..... | | 8,957.82 | 8,957.82 |
| Patterson township..... | 998.04 | 2,936.46 | 3,934.50 |
| Pringle township..... | | 4,709.96 | 4,709.96 |
| Proudfoot township..... | 5,999.79 | 4,097.93 | 10,097.72 |
| Spence township..... | | 4,553.21 | 4,553.21 |
| Shawanaga township..... | | 450.00 | 450.00 |
| North Wallbirdge and Nehvey townships..... | | 3,208.94 | 3,208.94 |
| South Wallbridge township..... | | 3,564.89 | 3,564.89 |
| Wilson and McConkey townships..... | 1,998.09 | 2,765.61 | 4,763.70 |
| Monteith township..... | 2,487.23 | 4,603.84 | 7,091.07 |
| | \$1,260,425.49 | \$1,022,742.14 | \$2,283,167.63 |
| Temiskaming: | | | |
| Highway 11..... | \$ 410,230.05 | \$ 225,761.25 | \$ 635,991.30 |
| " 65..... | 18,292.76 | 171,008.35 | 189,301.11 |
| " 66..... | 65,119.97 | 80,703.46 | 145,823.43 |
| Miscellaneous surveys..... | 69.21 | | 69.21 |
| Connecting link, town of Haileybury..... | | 25.00 | 25.00 |
| Connecting link, town of New Liskeard..... | | 2,716.62 | 2,716.62 |
| DEVELOPMENT ROADS: | | | |
| Kirkland Lake townsite..... | 19,524.48 | | 19,524.48 |
| Lorrain road..... | | 16,272.59 | 16,272.59 |
| Haileybury west..... | | 18,832.98 | 18,832.98 |
| North Temiskaming..... | 1,059.51 | 63,835.24 | 64,894.75 |
| North road..... | 45,196.94 | 32,558.42 | 77,755.36 |
| McCool-Thornloe-Earleton..... | 10,113.07 | 22,371.46 | 32,484.53 |
| Charlton road..... | | 25,887.56 | 25,887.56 |
| Boston Creek and spurs..... | 980.48 | 7,565.44 | 8,545.92 |
| Charlton-Elk Lake road..... | | 17,853.77 | 17,853.77 |
| Gowganda road..... | 3,590.92 | 51,275.66 | 54,866.58 |
| Matatchewan easterly..... | | 6.96 | 6.96 |
| Kenogami Station road..... | | 859.84 | 859.84 |
| Sesekinika road..... | | 715.88 | 715.88 |
| Ashley road..... | | 14,990.70 | 14,990.70 |
| Elk Lake-Westree..... | 470.73 | | 470.73 |
| Coleman township..... | 1,106.58 | | 1,106.58 |
| Hilliard township..... | 230.59 | | 230.59 |
| Kerns-Armstrong..... | 216.09 | | 216.09 |

| DISTRICT | Construction | Maintenance | Total |
|---|---------------|---------------|-----------------|
| Temiskaming: (continued) | | | |
| UNINCORPORATED TOWNSHIPS ROADS: | | | |
| Barber township..... | | \$ 25.00 | \$ 25.00 |
| Bayly township..... | | 1,400.00 | 1,400.00 |
| Beauchamp township..... | | 6,061.35 | 6,061.35 |
| Benoit township..... | | 1,897.67 | 1,897.67 |
| Bryce township..... | | 262.10 | 262.10 |
| Cane township..... | | 3,932.47 | 3,932.47 |
| Corkill and Lawson township..... | | 305.00 | 305.00 |
| Eby township..... | | 182.48 | 182.48 |
| Eby and Blain township..... | | 2,915.97 | 2,915.97 |
| Firstbrooke township..... | | 167.68 | 167.68 |
| Grenfell township..... | | 908.62 | 908.62 |
| Henwood township..... | | 9,849.80 | 9,849.80 |
| Ingram township..... | | 4,070.23 | 4,070.23 |
| Lorrain township..... | | 27.50 | 27.50 |
| Marter township..... | \$ 8,989.31 | 5,284.10 | 14,273.41 |
| Marquis township..... | | 5,965.93 | 5,965.93 |
| Otto township..... | | 3,431.06 | 3,431.06 |
| Pacaud township..... | | 7,360.09 | 7,360.09 |
| Pense township..... | | 137.65 | 137.65 |
| Robillard township..... | | 5,050.34 | 5,050.34 |
| Savard township..... | 5,035.56 | 4,679.47 | 9,715.03 |
| Sharpe township..... | | 1,132.84 | 1,132.84 |
| Tudhope and Barber township..... | | 1,436.17 | 1,436.17 |
| Truax township..... | | 58.97 | 58.97 |
| | \$ 590,226.25 | \$ 819,783.67 | \$ 1,410,009.92 |
| Cochrane: | | | |
| Highway 11..... | \$ 820,325.95 | \$ 740,654.97 | \$ 1,560,980.92 |
| “ 67..... | 4,859.53 | 99,837.39 | 104,696.92 |
| “ 101..... | 326,843.81 | 119,173.19 | 446,017.00 |
| Miscellaneous surveys..... | 46.12 | | 46.12 |
| Connecting link, town of Kapuskasing..... | | 250.02 | 250.02 |
| DEVELOPMENT ROADS: | | | |
| Sandy Falls west..... | 46,685.90 | 51,394.40 | 98,080.30 |
| Childs Beach—Iroquois Falls..... | | 5,065.19 | 5,065.19 |
| Iroquois Falls—Monteith..... | | 3,017.89 | 3,017.89 |
| Cochrane—Norembega..... | 3,086.83 | 35,075.26 | 38,162.09 |
| Cochrane—Gardiner..... | 2,873.89 | 18,212.02 | 21,085.91 |
| Moonbeam—Remi-Lake..... | | 3,039.96 | 3,039.96 |
| Hearst—Lake St. Therese..... | 241.24 | 8,173.96 | 8,415.20 |
| Staunton road..... | | 4,085.79 | 4,085.79 |
| Hearst—Meade..... | 615.60 | 29,542.41 | 30,158.01 |
| Cooks Lake—Waterhen Creek..... | | 10.20 | 10.20 |
| Bavside Beach road..... | | 3,867.05 | 3,867.05 |
| Shillington road..... | 3,143.47 | 23,974.23 | 27,117.70 |
| Timmins Back road spurs..... | | 12,633.00 | 12,633.00 |
| Timmins south westerly..... | 101,027.78 | 5,626.80 | 106,654.58 |
| Holtyre road..... | 65.84 | 9,327.11 | 9,392.95 |
| Highway 101—Johns-Manville road..... | | 793.91 | 793.91 |
| Gold Hawk road..... | | 807.03 | 807.03 |
| Coulson road..... | | 2,998.94 | 2,998.94 |
| Night Hawk road..... | 14.80 | | 14.80 |
| Cooks Lane road..... | 3.65 | | 3.65 |
| UNINCORPORATED TOWNSHIP ROADS: | | | |
| Brower West township..... | 3,621.83 | 1,086.90 | 4,708.73 |
| Casgrain township..... | | 2,454.61 | 2,454.61 |
| Calder township..... | | 1,272.42 | 1,272.42 |
| Clute and Calder townships..... | | 2,031.55 | 2,031.55 |
| Clute township..... | | 4,232.44 | 4,232.44 |
| Delora and Adams townships..... | | 400.00 | 400.00 |
| Devitt township..... | | 621.33 | 621.33 |
| Eilber township..... | 373.19 | | 373.19 |
| Eilber and Baker townships..... | | 849.04 | 849.04 |
| Eilber and Devitt townships..... | 3,685.00 | 5,221.23 | 8,906.23 |
| Evelyn township..... | | 1,544.91 | 1,544.91 |

| DISTRICT | Construction | Maintenance | Total |
|--|-----------------|-----------------|-----------------|
| Cochrane: (continued) | | | |
| Fournier township..... | | \$ 2,988.81 | \$ 2,988.81 |
| Fox-Brower townships..... | | 7,246.35 | 7,246.35 |
| Fox-Kennedy townships..... | | 108.00 | 108.00 |
| German and Matheson townships..... | \$ 341.25 | 5,919.09 | 6,260.34 |
| Hanlan-Way townships..... | | 3,003.57 | 3,003.57 |
| Haggart-Kennedy townships..... | | 281.39 | 281.39 |
| Idington-McCrea townships..... | 653.00 | 3,362.16 | 4,015.16 |
| Idington-Williamson-Owens townships... | 1,000.00 | 2,040.82 | 3,040.82 |
| Idington township..... | 2,428.00 | 803.67 | 3,231.67 |
| Kendall township 1..... | | 1,382.64 | 1,382.64 |
| Kendall township 2..... | 5,850.00 | 2,611.46 | 8,461.46 |
| Kendall township..... | | 720.00 | 720.00 |
| Kendall-Devitt townships..... | 9,953.46 | 3,898.39 | 13,851.85 |
| Kennedy township..... | | 2,385.15 | 2,385.15 |
| Lamarche township..... | | 4,289.47 | 4,289.47 |
| Lowther township..... | 2,449.30 | 4,186.05 | 6,635.35 |
| Lowther-Way townships..... | | 6,625.32 | 6,625.32 |
| McCrea township..... | | 500.00 | 500.00 |
| Nansen township..... | | 2,744.89 | 2,744.89 |
| Newmarket township..... | | 3,736.98 | 3,736.98 |
| Owens township..... | | 300.00 | 300.00 |
| Owens-Williamson townships..... | | 3,207.69 | 3,207.69 |
| O'Brien township..... | | 1,030.26 | 1,030.26 |
| O'Brien-Owens townships..... | | 5,497.83 | 5,497.83 |
| Payne township..... | | 2,760.25 | 2,760.25 |
| Robb township..... | | 2,531.31 | 2,531.31 |
| Shaw township..... | | 5,399.91 | 5,399.91 |
| Way township..... | | 2,470.50 | 2,470.50 |
| Williamson township..... | | 250.00 | 250.00 |
| | \$ 1,340,189.44 | \$ 1,279,557.11 | \$ 2,619,746.55 |
| Sudbury: | | | |
| Highway 17..... | \$ 1,144,691.94 | \$ 225,220.20 | \$ 1,369,912.14 |
| “ 68..... | 3,506.45 | 55,345.20 | 58,851.65 |
| “ 69..... | 28,659.74 | 65,100.50 | 93,760.24 |
| Miscellaneous surveys..... | 159.46 | | 159.46 |
| DEVELOPMENT ROADS: | | | |
| Ratter and Dunnet townships..... | 15,016.60 | | 15,016.60 |
| Martland township..... | 971.03 | | 971.03 |
| Gowganda road..... | | 23,368.88 | 23,368.88 |
| Highway 17-Markstay..... | | 805.91 | 805.91 |
| Wahnapitae-Wanup..... | | 13,141.09 | 13,141.09 |
| Highway 17-Falconbridge..... | 2,115.33 | 10,937.24 | 13,052.57 |
| Garson-Skead..... | 43.52 | 46,043.00 | 46,086.52 |
| Hanmer-Bailey's Corners..... | 3.08 | 15,732.46 | 15,735.54 |
| Sudbury-Capreol-Milnet..... | 382.00 | 43,567.20 | 43,949.20 |
| Sudbury-Frood Mine-Sudbury | | | |
| Levack-Benny..... | | 1,387.85 | 1,387.85 |
| Geneva Lake Mine..... | 12,487.37 | 124,736.07 | 137,223.44 |
| Highway 69-Long Lake..... | | 11,832.14 | 11,832.14 |
| Highway 17-Creighton..... | | 5,555.38 | 5,555.38 |
| Whitefish-Penage..... | | 16,028.57 | 16,028.57 |
| Chapleau south..... | 278,268.07 | 27,273.15 | 305,541.22 |
| Chapleau south to north boundary of of Algoma district..... | | 28,081.31 | 28,081.31 |
| Sable River road..... | | 4,923.65 | 4,923.65 |
| Sudbury-Falconbridge..... | 4.78 | | 4.78 |
| Chapleau-White River survey..... | 544.93 | | 544.93 |
| Mississagi road..... | 11,378.42 | | 11,378.42 |
| Hager township..... | 11.36 | | 11.36 |
| Creighton Mines road..... | 1,954.18 | | 1,954.18 |
| Sudbury Chapleau survey..... | 203.21 | | 203.21 |
| Chapleau westerly-Hawk Junction survey..... | 1,584.92 | | 1,584.92 |

| DISTRICT | Construction | Maintenance | Total |
|---|-----------------|---------------|-----------------|
| Subury: (continued) | | | |
| UNINCORPORATED TOWNSHIP ROAD: | | | |
| Awrey township..... | | \$ 110.00 | \$ 110.00 |
| Broder township..... | | 2,264.34 | 2,264.34 |
| Burwash township..... | | 2,060.32 | 2,060.32 |
| Capreol township..... | | 1,997.84 | 1,997.84 |
| Cleland township..... | \$ 197.25 | 2,655.76 | 2,853.01 |
| Creighton township..... | | 50.00 | 50.00 |
| Dieppe township..... | | 466.44 | 466.44 |
| Dill township..... | | 451.78 | 451.78 |
| Dryden township..... | | 1,213.47 | 1,213.47 |
| Fairbanks township..... | | 2,323.79 | 2,323.79 |
| Foleyet township..... | | 313.75 | 313.75 |
| Foster township..... | | 209.00 | 209.00 |
| Hyman township..... | | 198.32 | 198.32 |
| Jack township..... | | 353.85 | 353.85 |
| Lorne township..... | | 3,972.10 | 3,972.10 |
| Loughrin township..... | | 2,986.54 | 2,986.54 |
| Louise township..... | | 1,840.47 | 1,840.47 |
| MacLennan township..... | 300.00 | 1,854.27 | 2,154.27 |
| Merritt township..... | | 8,793.34 | 8,793.34 |
| Norman township..... | | 84.69 | 84.69 |
| Secord township..... | | 344.96 | 344.96 |
| Snider township..... | | 750.53 | 750.53 |
| Shakespeare township..... | | 1,795.28 | 1,795.28 |
| Salter broken front..... | | 173.79 | 173.79 |
| Wisner township..... | | 99.95 | 99.95 |
| | \$ 1,502,483.64 | \$ 756,444.38 | \$ 2,258,928.02 |
| Algoma - Manitoulin: | | | |
| Highway 17..... | \$ 1,535,267.58 | \$ 393,011.82 | \$ 1,928,279.40 |
| “ 68..... | 4,568.37 | 80,273.71 | 84,842.08 |
| DEVELOPMENT ROADS: | | | |
| Bidwell township..... | 608.28 | | 608.28 |
| Temkummah township..... | 20,050.27 | | 20,050.27 |
| Sylvan Valley road..... | 6,514.68 | | 6,514.68 |
| Little Current-South Baymouth..... | 2,571.71 | 94,077.50 | 96,649.21 |
| Mindemoya-South Baymouth- | | | |
| Gore Bay road..... | 834.66 | 56,675.28 | 57,509.94 |
| Providence Bay-Gore Bay..... | 12,491.43 | 48,744.01 | 61,235.44 |
| Little Current-Gore Bay..... | 1,119.41 | 63,224.36 | 64,343.77 |
| Gore Bay-Meldrum Bay..... | | 45,412.62 | 45,412.62 |
| Gore Bay-Meldrum Bay-Barrie Island..... | | 1,924.77 | 1,924.77 |
| South boundary, district of Sudbury- | | | |
| Highway 17 Thessalon-Chapleau road.. | 169,779.70 | 139,606.04 | 309,385.74 |
| Sable River road..... | | 14,770.98 | 14,770.98 |
| Matinenda road..... | | 16,648.50 | 16,648.50 |
| Lake Duborn road..... | | 2,286.02 | 2,286.02 |
| White River road..... | 11,418.59 | 41,660.69 | 53,079.28 |
| Parkinson road..... | | 7,842.45 | 7,842.45 |
| Dunns Valley road..... | | 22,200.01 | 22,200.01 |
| St. Joseph Island belt line..... | 31,823.02 | 60,172.76 | 91,995.78 |
| Gros Cap road..... | | 18,302.90 | 18,302.90 |
| Point Aux Pins road..... | | 3,741.24 | 3,741.24 |
| Searchmont-Wabos road..... | 325.75 | 25,826.11 | 26,151.86 |
| Bellevue road..... | | 73.20 | 73.20 |
| Goulais Bay-White Birches road..... | | 6,054.08 | 6,054.08 |
| Batchawana village road..... | | 2,926.29 | 2,926.29 |
| Michipicoten area roads..... | 13,097.47 | 629.01 | 13,726.48 |
| Thessalon-Wharncliffe road..... | 317.69 | | 317.69 |
| Chapleau-Hinkler Lake road..... | 108.13 | | 108.13 |
| Chapleau-White River..... | 544.94 | | 544.94 |
| Cobden township road..... | 7.20 | | 7.20 |
| Kagawong-Gore Bay..... | 89.74 | | 89.74 |
| West Bay road..... | 622.94 | | 622.94 |
| Little Current road..... | 21.04 | | 21.04 |
| Hooverville-Hinkler Lake survey..... | 5,207.82 | | 5,207.82 |

| DISTRICT | Construction | Maintenance | Total |
|---|------------------------|------------------------|------------------------|
| Algoma - Manitoulin: (continued) | | | |
| Sudbury-Chapleau survey | \$ 181.26 | ..... | \$ 181.26 |
| Iron Bridge-Aubrey Falls survey | 2,052.19 | ..... | 2,052.19 |
| UNINCORPORATED TOWNSHIP ROADS: | | | |
| Aberdeen township | 5,484.08 | \$ 2,773.84 | 8,257.92 |
| Aweres No. 1 township | 2,025.00 | 632.02 | 2,657.02 |
| Bright township ..... | ..... | 553.88 | 553.88 |
| Campbell township ..... | ..... | 8,454.79 | 8,454.79 |
| Cobden township ..... | ..... | 1,719.33 | 1,719.33 |
| Dawson township ..... | ..... | 1,249.59 | 1,249.59 |
| Deroche township | 370.20 | 24.88 | 395.08 |
| Duncan township ..... | ..... | 2,500.00 | 2,500.00 |
| Fenwick township ..... | ..... | 983.44 | 983.44 |
| Galbraith township ..... | ..... | 1,811.02 | 1,811.02 |
| Gladstone township ..... | ..... | 1,118.13 | 1,118.13 |
| Goat Island township ..... | ..... | 14.50 | 14.50 |
| Hodgins township | 483.17 | 205.76 | 688.93 |
| Kars township ..... | ..... | 524.22 | 524.22 |
| Kirkwood township ..... | ..... | 435.97 | 435.97 |
| Lewis township ..... | ..... | 76.92 | 76.92 |
| Mills township | 1,627.55 | 1,887.79 | 3,515.34 |
| Morin township ..... | ..... | 343.65 | 343.65 |
| McMahon township ..... | ..... | 107.57 | 107.57 |
| Parkinson township ..... | ..... | 982.74 | 982.74 |
| Patton township ..... | ..... | 1,797.61 | 1,797.61 |
| Pennefeather township ..... | ..... | 436.53 | 436.53 |
| Plummer township ..... | ..... | 3,241.45 | 3,241.45 |
| Robinson township ..... | ..... | 3,249.84 | 3,249.84 |
| Rose township ..... | ..... | 919.11 | 919.11 |
| Scarffe township ..... | ..... | 30.25 | 30.25 |
| Shedden township ..... | ..... | 1,096.47 | 1,096.47 |
| Spragge township | 628.77 | ..... | 628.77 |
| Striker township ..... | ..... | 565.56 | 565.56 |
| Shields and Gaudette townships ..... | ..... | 1,405.83 | 1,405.83 |
| Vankoughnet township | 250.20 | 303.75 | 553.95 |
| Victoria township | 2,052.31 | 5,165.56 | 7,217.87 |
| Wells township ..... | ..... | 615.29 | 615.29 |
| Township A1 ..... | ..... | 150.00 | 150.00 |
| Garden River Indian Reserve ..... | ..... | 2,141.92 | 2,141.92 |
| Goulais Indian Reserve ..... | ..... | 726.08 | 726.08 |
| Mississagi Indian Reserve ..... | ..... | 317.83 | 317.83 |
| Serpent River Indian Reserve ..... | ..... | 95.30 | 95.30 |
| Shesheganing Indian Reserve ..... | ..... | 444.74 | 444.74 |
| Spanish River Indian Reserve ..... | ..... | 5,097.88 | 5,097.88 |
| Ranger Lake road ..... | ..... | 3,151.24 | 3,151.24 |
| Shaw road ..... | ..... | 1,617.32 | 1,617.32 |
| | \$ 1,832,545.15 | \$ 1,205,053.95 | \$ 3,037,599.10 |
| Thunder Bay: | | | |
| Highway 11 | \$ 164,268.76 | \$ 300,842.81 | \$ 465,111.57 |
| “ 17 | 2,079,903.85 | 332,846.85 | 2,412,750.70 |
| “ 17A | 7,804.77 | 38,688.07 | 46,492.84 |
| “ 61 | 774,115.16 | 46,833.73 | 820,948.89 |
| Miscellaneous surveys | 104.60 | ..... | 104.60 |
| DEVELOPMENT ROADS: | | | |
| Pardee township road | 5,000.00 | ..... | 5,000.00 |
| McTavish township road 92 | 15,021.44 | ..... | 15,021.44 |
| Twin City cross road | 1,772.12 | 26,368.96 | 28,141.08 |
| Pearson-Pardee loop | 3,494.83 | 42,957.55 | 46,452.38 |
| Scoble Gillies road | 4,064.98 | 52,756.39 | 56,821.37 |
| Oliver road, west section | 2,171.34 | 26,182.48 | 28,353.82 |
| Oliver road, east section | 1,485.40 | 17,968.37 | 19,453.77 |
| Silver Mountain road | 5,753.59 | 52,884.44 | 58,638.03 |
| Marks road | 2,462.04 | 22,055.64 | 24,517.68 |
| Shebandowan road ..... | ..... | 28,497.46 | 28,497.46 |
| Devon road | 2,489.03 | 18,780.96 | 21,269.99 |
| Kenogamisis Bridge-Hardrock ..... | ..... | 1,706.75 | 1,706.75 |

| DISTRICT | Construction | Maintenance | Total |
|---------------------------------------|----------------|----------------|----------------|
| Thunder Bay (continued) | | | |
| Beardmore-Leitch | \$ 171.99 | \$ 8,151.85 | \$ 8,323.84 |
| Hydro road extension | | 7,378.70 | 7,378.70 |
| Silver Islet road | 8,443.16 | 39,989.13 | 48,432.29 |
| Dog Lake road | 434.13 | 33,868.81 | 34,302.94 |
| Hurkett cut-off | 775.70 | 3,001.94 | 3,777.64 |
| Paipoonge township | 488.95 | | 488.95 |
| Hymers-Scobie road | 6.57 | | 6.57 |
| Savant Lake-Doghole Bay | 360,735.13 | | 360,735.13 |
| UNINCORPORATED TOWNSHIP ROADS: | | | |
| Armstrong township | 2,251.45 | 3,525.12 | 5,776.57 |
| Dawson road township | 2,170.07 | 2,202.90 | 4,372.97 |
| Devon township | 4,867.66 | 3,866.17 | 8,733.83 |
| Dorion township | 9,300.00 | 2,141.67 | 11,441.67 |
| Forbes township | 3,450.00 | 3,568.52 | 7,018.52 |
| Fowler township | 1,550.00 | 713.07 | 2,263.07 |
| Goldie township | 791.91 | 465.32 | 1,257.23 |
| Gorham township | 3,348.12 | 5,478.94 | 8,827.06 |
| Jacques township | 1,794.72 | 1,981.44 | 3,776.16 |
| Lybster township | 2,388.29 | 1,855.60 | 4,243.89 |
| Lyon township | 1,295.26 | 2,354.43 | 3,649.69 |
| Marks township | 2,629.37 | 746.94 | 3,376.31 |
| Nakina township | 2,372.20 | 3,160.85 | 5,533.05 |
| Pearson township | 1,963.38 | 2,010.52 | 3,973.90 |
| Scobie township | 1,990.30 | 1,689.86 | 3,680.16 |
| Stirling township | 1,476.99 | 1,517.72 | 2,994.71 |
| Strange township | 1,455.14 | 956.92 | 2,412.06 |
| Sibley township | 1,773.10 | 3,372.14 | 5,145.24 |
| Upsala township | 1,800.00 | 2,618.20 | 4,418.20 |
| Ware township | 5,508.75 | 4,921.87 | 10,430.62 |
| Ware and Forbes townships | 14,904.33 | 500.00 | 15,404.33 |
| | \$3,510,048.58 | \$1,151,409.09 | \$4,661,457.67 |
| Kenora: | | | |
| Highway 17 | \$ 610,835.97 | \$ 344,394.25 | \$ 955,230.22 |
| " 70 | 172,808.77 | 94,074.93 | 266,883.70 |
| " 72 | 4,573.73 | 55,302.52 | 59,876.25 |
| " 105 | 31,156.80 | 123,533.00 | 154,689.80 |
| Miscellaneous surveys | 1,205.17 | | 1,205.17 |
| Connecting link, town of Kenora | | Cr. 49.34 | Cr. 49.34 |
| DEVELOPMENT ROADS: | | | |
| Mellick township | 2,487.24 | | 2,487.24 |
| Dymont roads | | 2,130.35 | 2,130.35 |
| Rice Lake loop | | 10,297.35 | 10,297.35 |
| Richen road | 165.00 | 16,350.26 | 16,515.26 |
| Eton-Rugby road | 6.08 | 6,194.03 | 6,200.11 |
| South Aubrey road | | 12,001.14 | 12,001.14 |
| East Mellick road | 7,984.43 | 12,561.10 | 20,545.53 |
| Rabbit Lake road | | 1,963.18 | 1,963.18 |
| Redditt road | 498.86 | 20,575.29 | 21,074.15 |
| Lac Lu loop road | 13,538.44 | 16,981.96 | 30,520.40 |
| Highway 105-Clay Lake | 55,480.93 | 3,444.94 | 58,925.87 |
| Highway 105-Red Lake airport | 183,546.68 | | 183,546.68 |
| Madsen-Starratt-Olson road | 1,334.40 | | 1,334.40 |
| Quibell road | 760.87 | | 760.87 |
| UNINCORPORATED TOWNSHIP ROADS: | | | |
| Aubrey township | | 1,306.14 | 1,306.14 |
| Boys township | | 97.62 | 97.62 |
| Bradshaw township | | 750.00 | 750.00 |
| Britton township | | 933.10 | 933.10 |
| Drayton township | | 1,912.12 | 1,912.12 |
| Eton township | | 2,838.23 | 2,838.23 |
| Godson township | | 495.90 | 495.90 |
| Kirkup township | 499.00 | 203.66 | 702.66 |
| Melgund township | | 2,351.70 | 2,351.70 |
| Mutrie township | | 2,250.64 | 2,250.64 |

| DISTRICT | Construction | Maintenance | Total |
|--|-----------------|-----------------|-----------------|
| Kenora: (continued) | | | |
| Pellatt township..... | \$ 158.99 | \$ 3,099.04 | \$ 3,258.03 |
| Redditt township..... | | 930.16 | 930.16 |
| Rowell township..... | | 2,703.39 | 2,703.39 |
| Rugby township..... | | 1,812.34 | 1,812.34 |
| Southworth township..... | | 1,258.89 | 1,258.89 |
| Vermilion township..... | | 1,902.77 | 1,902.77 |
| Wabigoon and Redvers townships..... | | 2,008.19 | 2,008.19 |
| Wainwright township..... | | 1,818.88 | 1,818.88 |
| Zealand township..... | | 4,330.21 | 4,330.21 |
| South of Melgund township (unsurveyed)..... | | 400.00 | 400.00 |
| South of Pellatt township (unsurveyed)..... | | 1,757.24 | 1,757.24 |
| North of Wachepe township (unsurveyed)..... | | 4.78 | 4.78 |
| Pickerel township (unsurveyed)..... | | 51.64 | 51.64 |
| Red Lake area..... | | 12.01 | 12.01 |
| | \$ 1,087,041.36 | \$ 754,983.61 | \$ 1,842,024.97 |
| Rainy River: | | | |
| Highway 70..... | \$ 527,863.83 | \$ 148,455.39 | \$ 676,319.22 |
| “ 70A..... | 476.60 | 25,140.45 | 25,617.05 |
| “ 71..... | 121,688.72 | 122,941.46 | 234,603.18 |
| Connecting link, town of Rainy River..... | 628.61 | | 628.61 |
| Connecting link, town of Fort Francis..... | | 28.40 | 28.40 |
| DEVELOPMENT ROADS: | | | |
| Kingsford improvement district..... | 8,093.44 | | 8,093.44 |
| Crozier road..... | 288.10 | 9,568.04 | 9,856.14 |
| Devlin road..... | 114.89 | 28,611.46 | 28,726.35 |
| Clearwater Lake road..... | 239.06 | 6,469.74 | 6,708.80 |
| Stratton road..... | 8,957.54 | 11,504.05 | 20,461.59 |
| Arbor Vitae road..... | 9,543.85 | 18,292.88 | 27,836.73 |
| Sleeman-Morson..... | 400.00 | 24,155.42 | 24,555.42 |
| Spohn-Deerlock road from Rainy River to Black Hawk..... | 5,463.79 | 35,290.66 | 40,754.45 |
| River road..... | 34,335.63 | 34,575.04 | 68,910.67 |
| UNINCORPORATED TOWNSHIP ROADS: | | | |
| Dance township..... | | 1,003.94 | 1,003.94 |
| Dewart township..... | | 2,063.53 | 2,063.53 |
| Miscampbell township..... | | 2,389.83 | 2,389.83 |
| Nelles township..... | | 2,119.82 | 2,119.82 |
| Northeast of Potts township..... | | 150.00 | 150.00 |
| Sifton township..... | 1,745.78 | 2,369.00 | 4,114.78 |
| Spohn township..... | | 1,163.78 | 1,163.78 |
| Sutherland township..... | | 1,642.87 | 1,642.87 |
| Indian Reserve 17A..... | 4,938.12 | | 4,938.12 |
| | \$ 724,777.96 | \$ 467,935.76 | \$ 1,192,713.72 |
| Stock (materials, etc.)—..... | | \$ 16,616.86 | \$ 16,616.86 |
| Lands and buildings..... | \$ 329,611.83 | 200,574.19 | 530,136.02 |
| Weight scales..... | 3,217.02 | 14,336.20 | 17,553.22 |
| Road equipment, etc..... | | 2,088,424.43 | 2,088,424.43 |
| Division office and general engineering..... | 291,616.35 | 1,035,216.56 | 1,326,832.91 |
| Traffic census..... | | 41,651.83 | 41,651.83 |
| Forestry..... | | 56,321.60 | 56,321.60 |
| Dominion government repayments..... Cr. | 2,780,328.63 | | 2,780,328.63 |
| Net general expense..... Cr. | 50,404.16 | 1,080,703.13 | 1,030,298.97 |
| | \$29,336,790.35 | \$29,673,905.53 | \$59,010,695.88 |

*Inventories, March 31, 1951..... \$2,834,188.47
 Inventories, March 31, 1950..... 2,817,571.61

Increase in stock..... \$ 16,616.86

APPENDIX No. 2
Department Expenditure by Roads, Etc.
April 1, 1950, to March 31, 1951

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|---|---------|-----------------|-----------------|-----------------|
| 2 | Windsor-Quebec boundary.. | 542.2 | \$ 1,020,333.51 | \$ 3,209,231.92 | \$ 4,229,565.43 |
| 2A | Highland Creek-Oshawa.... | 17.7 | 848,135.23 | 94,931.70 | 943,066.93 |
| 2B | Highway 2, Howard Avenue-Highway 3, Dougall Avenue..... | 5.89 | ..... | 537.07 | 537.07 |
| 2S | Gananoque, Junction Highway 2..... | 25.6 | Cr. 68.41 | 98,822.76 | 98,754.35 |
| 3 | Windsor-Fort Erie..... | 260.0 | 79,830.66 | 294,889.85 | 374,720.51 |
| 3A | Chambers Corners-Niagara Falls..... | 24.8 | ..... | 20,137.33 | 20,137.33 |
| 3B | Junction Highway 3-Windsor..... | 6.0 | ..... | 4,154.19 | 4,154.19 |
| 3C | Ridgeway-Fort Erie..... | 7.5 | ..... | 13,116.58 | 13,116.58 |
| 4 | Port Stanley-Flesherton..... | 155.5 | 206,150.82 | 462,795.66 | 668,946.48 |
| 5 | Toronto-Paris (via Dundas Street)..... | 65.6 | 203,352.49 | 726,435.12 | 929,787.61 |
| 5A | Toronto Highway 2 (via Danforth Avenue)..... | 8.4 | 8,287.69 | 21,317.90 | 29,605.59 |
| 6 | Port Dover-Tobermory..... | 225.1 | 520,324.77 | 448,418.98 | 968,743.75 |
| 7 | Sarnia-Ottawa..... | 461.6 | 959,758.38 | 1,020,498.80 | 1,980,257.18 |
| 7A | Manchester-Peterboro..... | 42.0 | 36,727.48 | 75,667.14 | 112,394.62 |
| 8 | Niagara Falls-Goderich..... | 155.7 | 49,029.84 | 441,637.14 | 490,666.98 |
| 8A | St. Davids-Queenston..... | 2.6 | ..... | 5,139.35 | 5,139.35 |
| 9 | Schomberg-Kincardine..... | 112.8 | 62,997.75 | 213,120.13 | 276,117.88 |
| 10 | Port Credit-Owen Sound..... | 105.0 | 7,544.85 | 451,587.68 | 459,132.53 |
| 11 | Toronto-Nipigon..... | 868.7 | 2,768,266.49 | 2,556,218.71 | 5,324,485.20 |
| 11A | Toronto-Highway 11 (via Avenue Road)..... | 8.3 | 247.58 | 2.10 | 249.68 |
| 12 | Whitby-Midland and Penetang..... | 99.1 | 232,661.77 | 175,200.58 | 407,862.35 |
| 14 | Pictou-Marmora..... | 51.4 | 11,420.56 | 59,214.77 | 70,635.33 |
| 15 | Ottawa-Kingston..... | 131.0 | 365,959.00 | 240,448.94 | 606,407.94 |
| 16 | Ottawa-Johnstown Corners..... | 58.9 | 3,506.42 | 73,830.40 | 77,336.82 |
| 17 | Quebec boundary-Montreal River and Terrace Bay-Manitoba boundary..... | 1,145.7 | 6,153,264.91 | 2,043,531.11 | 8,196,796.02 |
| 17A | Port Arthur-Highway 17..... | 21.0 | 7,804.77 | 38,688.07 | 46,492.84 |
| 18 | Leamington-Windsor..... | 49.0 | 120.71 | 65,489.01 | 65,609.72 |
| 18A | Kingsville-Highway 18..... | 20.0 | ..... | 58,658.29 | 58,658.29 |
| 18B | Ruthven-Highway 18..... | 1.0 | ..... | 853.82 | 853.82 |
| 19 | Port Burwell-Tralee..... | 92.2 | 220,050.01 | 120,663.40 | 340,713.41 |
| 20 | Niagara Falls-Burlington..... | 53.3 | 3,335.26 | 131,174.47 | 134,509.73 |
| 21 | Morpeth-Owen Sound..... | 207.0 | 185,634.98 | 332,894.31 | 518,529.29 |
| 22 | London-Sarnia..... | 61.5 | 133,386.52 | 117,507.74 | 250,894.26 |
| 23 | London-Arthur..... | 86.3 | 110,304.84 | 286,008.09 | 396,312.93 |
| 24 | Port Dover-Collingwood..... | 143.4 | 251,796.84 | 444,130.27 | 695,927.11 |
| 24A | Paris-Galt..... | 13.1 | 632.83 | 21,115.34 | 21,748.17 |
| 25 | Queen Elizabeth Way-Acton..... | 27.3 | 75,586.19 | 39,757.64 | 115,343.83 |
| 26 | Barrie-Owen Sound..... | 74.6 | 248,348.56 | 264,281.24 | 512,629.80 |
| 27 | Long Branch-Penetang-Midland..... | 91.8 | 322,217.88 | 154,463.97 | 476,681.85 |
| 28 | Port Hope-Bancroft..... | 95.9 | 15,761.71 | 184,830.33 | 200,592.04 |
| 29 | Brockville-Arnprior..... | 76.4 | 219,151.92 | 121,151.82 | 340,303.74 |
| 30 | Brighton-Havelock..... | 32.0 | 10,990.73 | 44,461.82 | 55,452.55 |
| 31 | Morrisburg-Ottawa..... | 48.4 | 152,175.98 | 101,438.06 | 253,614.04 |
| 32 | Gananoque-Smiths Falls..... | 47.9 | ..... | 15,895.76 | 15,895.76 |
| 33 | Trenton-Marmora-Kingston..... | 101.3 | 3,059.66 | 128,087.72 | 131,147.38 |
| 34 | Lancaster-Hawkesbury..... | 38.1 | 44,214.85 | 189,933.40 | 234,148.25 |
| 35 | Newcastle-Huntsville..... | 144.2 | 340,997.04 | 154,876.80 | 495,873.84 |
| 36 | Lindsay-Burleigh Falls..... | 47.5 | 60,742.22 | 62,500.81 | 123,243.03 |

APPENDIX No. 2
Department Expenditure by Roads, Etc.
April 1, 1950, to March 31, 1951

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|---|---------|---------------|--------------|---------------|
| 37 | Belleville-Actinolite | 29.3 | \$ 139,441.02 | \$ 74,995.15 | \$ 214,436.17 |
| 38 | Kingston-Sharbot Lake | 47.1 | 314,626.33 | 80,175.53 | 394,801.86 |
| 39 | Windsor-Belle River | 21.5 | 20,240.63 | 14,414.95 | 34,655.58 |
| 40 | Sarnia-Chatham | 50.1 | 59,104.19 | 42,785.00 | 101,889.19 |
| 41 | Pictou-Golden Lake | 140.6 | 68,257.04 | 304,063.03 | 372,320.07 |
| 42 | Brockville-Westport | 43.0 | 33,602.69 | 46,748.97 | 80,351.66 |
| 43 | Alexandria-Winchester | 40.4 | 349,793.79 | 77,349.90 | 427,143.69 |
| 44 | Almonte-Carp | 14.0 | 38,722.32 | 28,350.52 | 67,072.84 |
| 45 | Cobourg-Norwood | 33.0 | 45,175.31 | 90,944.05 | 136,199.36 |
| 46 | Highway 7-Coboconk (via Kirkfield) | 34.0 | 20,807.14 | 57,657.27 | 78,464.41 |
| 47 | Highway 12 Stouffville | 19.0 | 9,320.57 | 105,606.94 | 114,927.51 |
| 48 | Port Bolster-Beaverton | 6.0 | 1,403.70 | 10,759.64 | 12,163.34 |
| 49 | Kleinburg-Highway 50 | 3.5 | 466.02 | 2,821.14 | 3,287.16 |
| 50 | Highway 7-Highway 9 (via Bolton) | 18.0 | 5,163.20 | 27,699.92 | 32,863.12 |
| 51 | Highway 24-Caledon (Highway 10) | 2.5 | ..... | 6,127.91 | 6,127.91 |
| 52 | Wentworth County Line- (Highway 2) | 18.5 | ..... | 21,796.65 | 21,796.65 |
| 53 | Woodstock-Highway 20 (via Brantford) | 53.7 | 320,757.34 | 44,452.82 | 365,210.16 |
| 54 | Cainsville-Cayuga | 27.0 | 369,019.51 | 42,996.74 | 412,016.25 |
| 55 | Highway 53-Hamilton | 4.0 | ..... | 9,946.08 | 9,946.08 |
| 56 | Junction Highway 53 and 20-Canfield | 15.5 | 19,388.38 | 20,913.96 | 40,302.34 |
| 57 | Bismark-Highway 3A | 9.0 | 32,443.09 | 12,590.40 | 45,033.49 |
| 58 | St. Catharines-Port Colborne | 24.0 | 277.50 | 15,594.93 | 15,872.43 |
| 59 | Woodstock-Delhi | 26.5 | 861.09 | 29,531.57 | 30,392.66 |
| 60 | Huntsville-Golden Lake | 123.2 | 63,901.00 | 175,749.53 | 239,650.53 |
| 61 | Fort William-United States Boundary | 40.0 | 774,115.16 | 46,833.73 | 820,948.89 |
| 62 | Madoc-Pembroke | 92.2 | 567,668.03 | 262,058.29 | 829,726.32 |
| 63 | North Bay-Temiskaming | 41.0 | 91,875.89 | 62,907.07 | 154,782.96 |
| 64 | Sturgeon Falls-Martin River | 34.6 | 30,837.87 | 69,623.77 | 100,461.64 |
| 65 | New Liskeard-Matachewan | 66.7 | 18,292.76 | 171,008.35 | 189,301.11 |
| 66 | Swastika-Quebec boundary | 33.7 | 65,119.97 | 80,703.46 | 145,823.43 |
| 67 | Iroquois Falls-Timmins | 43.6 | 4,859.53 | 99,837.39 | 104,696.92 |
| 68 | McKerrow-Little Current | 38.0 | 8,074.82 | 135,618.91 | 143,693.73 |
| 69 | Atherly-Britt and Burwash-Sudbury | 135.4 | 855,769.12 | 248,080.23 | 1,103,849.35 |
| 70 | Kenora-Fort Frances | 141.5 | 700,672.60 | 242,530.32 | 943,202.92 |
| 70A | Barwick-Highway 70 | 14.0 | 476.60 | 25,140.45 | 25,617.05 |
| 71 | Fort Frances-Rainy River | 60.0 | 121,688.72 | 112,941.46 | 234,630.18 |
| 72 | Dinorwic-Sioux Lookout and Hudson | 53.0 | 4,573.73 | 55,302.52 | 59,876.25 |
| 73 | Port Bruce-Dorchester Road | 23.0 | 248,316.79 | 30,728.16 | 279,044.95 |
| 74 | New Sarum-Nilestown | 14.0 | 45,095.91 | 17,538.28 | 62,634.19 |
| 75 | Wallacetown-Dutton | 2.5 | ..... | 2,294.68 | 2,294.68 |
| 76 | Eagle-West Lorne | 3.5 | ..... | 3,059.60 | 3,059.60 |
| 77 | Aldborough-Rodney | 4.0 | ..... | 3,824.52 | 3,824.52 |
| 78 | Wallaceburg-Dresden | 10.5 | 167.48 | 7,889.03 | 8,056.51 |
| 79 | Highway 2-Highway 7 Watford | 28.9 | 203,674.92 | 33,373.59 | 237,048.51 |
| 80 | Highway 2-Alvinston (via Glencoe) | 13.0 | 695.02 | 17,308.33 | 18,003.35 |
| 81 | Delaware-Grand Bend | 44.0 | 93,681.08 | 52,397.37 | 146,078.45 |
| 82 | Highway 7-Port Franks | 7.0 | ..... | 5,633.77 | 5,633.77 |

APPENDIX No. 2
Department Expenditure by Roads, Etc.
April 1, 1950, to March 31, 1951

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|--------------------------------|--|---------|-----------------|-----------------|-----------------|
| 83 | Highway 21-Highway 23 (via Dashwood)..... | 24.0 | \$ 19,176.97 | \$ 113,085.44 | \$ 132,262.41 |
| 84 | St. Joseph-Hensall (via Zurich)..... | 10.5 | 4,186.23 | 28,263.62 | 32,449.85 |
| 85 | Kitchener-Elmira..... | 12.0 | 4,149.88 | 18,639.85 | 22,789.73 |
| 86 | Amberly-Highway 7..... | 79.0 | 120,588.72 | 234,233.31 | 354,822.03 |
| 87 | Bluevale-Harriston..... | 19.5 | 166,010.02 | 49,727.21 | 215,737.23 |
| 88 | Bondhead-Bradford..... | 6.0 | 3.51 | 7,874.90 | 7,878.41 |
| 89 | Primrose-Cookstown..... | 23.5 | 159,302.88 | 70,340.53 | 229,643.41 |
| 90 | Angus-Allandale..... | 11.0 | ..... | 24,840.02 | 24,840.02 |
| 91 | Duntroon-Stayner..... | 5.2 | ..... | 14,388.75 | 14,388.75 |
| 92 | Elmvale-Wasaga Beach..... | 9.0 | 17.08 | 15,774.19 | 15,791.27 |
| 93 | Crown Hill-Waverly..... | 17.5 | 1,297.11 | 40,221.06 | 41,518.17 |
| 94 | Callander-Highway 17..... | 6.5 | ..... | 10,650.91 | 10,650.91 |
| 95 | Wolfe Island North and South Road..... | 7.0 | 113.41 | 11,974.40 | 12,087.81 |
| 96 | Wolfe Island East and West Road..... | 20.0 | 939.46 | 33,039.68 | 33,979.14 |
| 97 | Hickson-Freelton..... | 44.5 | 19,106.27 | 69,132.67 | 88,238.94 |
| 98 | Windsor-Blenheim..... | 58.7 | 220,593.75 | 42,278.13 | 262,871.88 |
| 98A | Six Corners Highway 98- Maidstone Highway 3..... | 1.1 | ..... | 6,602.19 | 6,602.19 |
| 99 | Dundas, junction of Highways 5 and 24..... | 16.5 | 47,725.24 | 29,350.59 | 77,075.83 |
| 100 | Thamesford-Highway 7..... | 16.0 | 1,571.38 | 44,969.62 | 46,541.00 |
| 101 | Highway 67-Quebec boundary..... | 77.9 | 326,843.81 | 119,173.19 | 446,017.00 |
| 102 | Junction Highway 2- Dundas..... | 2.2 | 29.78 | 9,090.10 | 9,119.88 |
| 103 | Waubashene-Port Severn..... | 6.4 | 636.66 | 11,226.90 | 11,863.56 |
| 104 | Highway 9-Grand Valley..... | 1.76 | ..... | 7,691.78 | 7,691.78 |
| 105 | Highway 17-Red Lake..... | 111.9 | 31,156.80 | 123,533.00 | 154,689.80 |
| | Queen Elizabeth Way..... | 97.3 | 84,710.99 | 623,151.61 | 707,862.60 |
| | Toronto-Barrie controlled access highway..... | ..... | 1,408,880.47 | ..... | 1,408,880.47 |
| | Old Queen Street..... | ..... | 18,557.36 | 10,817.44 | 29,374.80 |
| | Barrie by-pass controlled access highway..... | ..... | 806,231.05 | ..... | 806,231.05 |
| | St. Thomas east entrance..... | ..... | ..... | 1,668.19 | 1,668.19 |
| | Pelée Island..... | ..... | ..... | 7,616.65 | 7,616.65 |
| | Prescott by-pass, four-lane highway..... | ..... | 88.15 | 8,902.69 | 8,990.84 |
| | Toronto by-pass controlled access highway..... | ..... | 1,800,221.07 | ..... | 1,800,221.07 |
| | Proposed four-lane highway north of Kingston..... | ..... | 293.65 | ..... | 293.65 |
| | Restoration Fort Henry..... | ..... | 20,662.90 | ..... | 20,662.90 |
| | Toronto-Windsor controlled access highway..... | ..... | 38,882.07 | ..... | 38,882.07 |
| | Orillia by-pass survey..... | ..... | 87.45 | ..... | 87.45 |
| | Trans Canada Highway new locations..... | ..... | 454,414.19 | ..... | 454,414.19 |
| | North Bay by-pass surveys..... | ..... | 1,033.62 | ..... | 1,033.62 |
| | Peterborough by-pass surveys..... | ..... | 244.56 | ..... | 244.56 |
| | Miscellaneous surveys..... | ..... | 28,803.05 | ..... | 28,803.05 |
| | Oshawa-Pontypool surveys..... | ..... | 1,668.24 | ..... | 1,668.24 |
| TOTAL KING'S HIGHWAYS ETC..... | | | \$27,480,700.93 | \$20,748,712.59 | \$48,229,413.52 |
| Total Sidewalks..... | | | 10,017.16 | ..... | 10,017.16 |
| Total Connecting links..... | | | 55,784.93 | 121,351.29 | 177,136.22 |

APPENDIX No. 2
Department Expenditure by Roads, Etc.
April 1, 1950, to March 31, 1951

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|----------------|--|---------|---------------------|-----------------|---------------------|
| | Total Development roads..... | | \$ 2,236,175.86 | \$ 3,730,182.24 | \$ 5,966,358.10 |
| | Total Development roads Part VI (H.I.A.)..... | | 1,581,166.81 | 55,415.98 | 1,636,582.79 |
| | Total Unincorporated townships..... | | 179,232.25 | 484,448.63 | 663,680.88 |
| | Stock (materials, etc.)*..... | | | 16,616.86 | 16,616.86 |
| | Lands and buildings..... | | 329,611.83 | 200,524.19 | 530,136.02 |
| | Weigh scales..... | | 3,217.02 | 14,336.20 | 17,553.22 |
| | Road equipment, etc..... | | | 2,088,424.43 | 2,088,424.43 |
| | Division office expenses and general engineering..... | | 291,616.35 | 1,035,216.56 | 1,326,832.91 |
| | Traffic census..... | | | 41,651.83 | 41,651.83 |
| | Forestry..... | | | 56,321.60 | 56,321.60 |
| | Dominion government repayments..... | | Cr. 2,780,328.63 | | Cr. 2,780,328.63 |
| | Net general expenses..... | | Cr. 50,404.16 | 1,080,703.13 | 1,030,298.97 |
| | | | \$29,336,790.35 | \$29,673,905.53 | \$59,010,695.88 |

*Inventories March 31, 1951.....\$2,834,188.47
Inventories March 31, 1950.....2,817,571.61
Increase in stock.....\$ 16,616.86

APPENDIX No. 3

**Schedule of Assumptions and Reversions of sections of the King's
Highway System for the fiscal year ending March 31, 1951**

| Assumptions | | DATE ASSUMED | MILES |
|-----------------------|--------------------------------------|-----------------|--------------|
| DISTRICT OR COUNTY | LOCATION OF ROAD | | |
| Brant..... | Brantford township..... | Mar. 7, 1951 | 2 00 |
| Cochrane..... | Matheson easterly..... | Dec. 13, 1950 | 38 00 |
| Huron..... | Bayfield village..... | Mar. 28, 1951 | 0 30 |
| Kenora..... | Highway 17 to Red Lake..... | Dec. 20, 1950 | 111 70 |
| Simcoe..... | Barrie Town and Vespra township..... | Dec. 13, 1950 | 0 59 |
| Sudbury..... | Chapleau southerly..... | Dec. 20, 1950 | 47 + |
| | | | <hr/> 199.59 |

Acquired by Land Plan

| | | |
|----------------|-------------------------------------|-------------|
| Cochrane..... | Matheson and Raymore diversion..... | 15 60 |
| Huron..... | Bayfield village..... | 0 75 |
| Nipissing..... | Kirkpatrick township..... | 5 25 |
| Norfolk..... | Townsend township..... | 0 33 |
| Victoria..... | Fenelon township..... | 0 45 |
| | | <hr/> 22.38 |

| Reversions | | DATE REVERTED | |
|----------------|--|------------------|-------------|
| Brant..... | Brantford city..... | Sept. 11, 1950 | 0 15 |
| Brant..... | Brantford township..... | Mar. 19, 1951 | 2 20 |
| Carleton..... | Ottawa city..... | Apr. 17, 1950 | 13 34 |
| Cochrane..... | Bowman, Hislop, Playfair and Cook townships..... | July 17, 1950 | 19 30 |
| Hastings..... | Belleville city..... | July 17, 1950 | 0 36 |
| Huron..... | Bayfield village..... | Mar. 19, 1951 | 1 17 |
| Nipissing..... | Kirkpatrick township..... | June 5, 1950 | 5 40 |
| Norfolk..... | Townsend township..... | Sept. 11, 1950 | 0 41 |
| Victoria..... | Fenelon township..... | June 12, 1950 | 0 60 |
| Waterloo..... | Kitchener easterly..... | Apr. 17, 1950 | 1 00 |
| Wentworth..... | Hamilton city..... | Nov. 20, 1950 | 0 02 |
| | | | <hr/> 43 95 |

Appendix

Bridges Completed

| NAME | TYPE | SPAN | ROAD |
|--|--|--|--|
| Achigan Creek..... | Timber..... | 7 @ 16'..... | Searchmont road, Island Lake-Wabas..... |
| Angler Creek..... | Concrete barrel arch..... | 1 @ 30'..... | Highway 17..... |
| Ballycroo Bridge (Humber Creek)..... | Concrete rigid frame..... | 1 @ 40'..... | Highway 9, Orangeville- Schomberg..... |
| Bear Creek..... | Concrete rigid frame (double box)..... | 2 @ 20'..... | Highway 66, Kirkland Lake-Quebec boundary..... |
| Beckett's Creek..... | Concrete barrel arch..... | 1 @ 24'..... | Highway 17, Ottawa- Rockland..... |
| Belle Vallee (Blanche River)... | Reconstruction of piers..... | 3 @ 92'..... | Village of Belle-Vallee..... |
| Black Creek..... | Concrete barrel arch..... | 1 @ 40'..... | Toronto by-pass east of Jane St..... |
| Blackwater Bridge..... | Pile bent..... | 5 @ 20', 2 @ 30'... | Highway 11, Nipigon- Longlac..... |
| Blanche River..... | Concrete rigid frame..... | 30', 43', 30'..... | Highway 66, Kirkland Lake-Larder..... |
| Brower township..... | Pile trestle..... | 3 @ 15'..... | Secondary road..... |
| Buskegau River..... | Steel deck truss..... | 77', 108', 77'..... | Highway 11, Cochrane- Smooth Rock Falls..... |
| Chesterville Bridge (Nation River)..... | Concrete rigid frame (beams at centre)..... | 45', 68', 45'..... | Highway 43, Chesterville..... |
| Chukuni River (Colonel's Bridge)..... | Bailey bridge (T.S.)..... | 14' 9", 15' 3", 80' 110', 110'..... | Red Lake road-Highway 105 to Red Lake airport..... |
| Clute Township..... | Pile trestle..... | 2 @ 13', 1 @ 15'..... | Statute labour road..... |
| Clute and Calder township..... | Pile trestle..... | 3 @ 15'..... | Statute labour road..... |
| Coldwater River..... | Creosoted truss on cribs..... | 1 @ 50'..... | Highway 17 to Coldwater Valley..... |
| Durham Bridge (Saugen River) (Lambton St.)..... | Concrete rigid frame (beams at centre)..... | 1 @ 75'..... | Highway 4, town of Durham..... |
| English River..... | Pile trestle..... | 6 @ 20'..... | English River to Ignace..... |
| Ermatinger township..... | Rock filled cribs..... | 2 @ 15'..... | Levack to Cartier..... |
| Evantual Creek (lake outlet)..... | Steel truss..... | 1 @ 125'..... | Brentha road..... |
| Fauquier township..... | Timber crib..... | 1 @ 30'..... | Highway 11, Smooth Rock Falls to Kapuskasing..... |
| Fauquier township..... | Timber crib..... | 1 @ 30'..... | Highway 11, Smooth Rock Falls to Kapuskasing..... |
| Grenon Bridge (Junction Creek)..... | Timber pile..... | 4 @ 15', 1 @ 29'... | Highway 17 to Waters township..... |
| Gull River..... | Steel girders..... | 44', 66', 44'..... | Highway 35, Dorset- Minden..... |
| Gwillimbury West township underpass..... | Composite steel and concrete rigid frame..... | 1 @ 109'..... | Toronto-Barrie at Highway 88..... |
| Gwillimbury West township underpass..... | Composite steel and concrete rigid frame..... | 1 @ 94' 6"..... | Toronto-Barrie Highway..... |
| Gwillimbury West township underpass..... | Composite steel and concrete rigid frame..... | 1 @ 97'..... | Toronto-Barrie Highway..... |
| Gwillimbury West township bridge (Holland Canal)..... | Continuous steel beams on concrete bents..... | 6 @ 38' (dual bridge)..... | Toronto-Barrie Highway at Holland Marsh canal..... |
| Haggarty Creek..... | Concrete barrel arch..... | 1 @ 24'..... | Highway 79, Bothwell- Alvinston..... |
| Hardwood Creek..... | Timber..... | 1 @ 18', 2 @ 9'..... | Highway 17, Sault Ste. Marie north..... |
| Harmony Creek..... | Concrete barrel arch..... | 1 @ 24'..... | Highway 2A, Oshawa Bowmanville..... |
| Harmony River..... | Timber..... | 5 @ 16'..... | Highway 17, Sault Ste. Marie north..... |
| Innisfil township C.N.R. Overhead..... | Concrete rigid frame..... | 1 @ 36'..... | Barrie by-pass..... |
| King township Bridge (Holland Canal)..... | Continuous steel beams on concrete bents..... | 6 @ 38' (dual bridge)..... | Toronto-Barrie Highway and Holland Marsh canal..... |
| King township Underpass..... | Composite steel and concrete rigid frame..... | 1 @ 108' 6"..... | Toronto-Barrie Highway..... |
| King township Underpass..... | Composite steel and concrete rigid frame..... | 1 @ 110' 6"..... | Toronto-Barrie Highway..... |
| Lafontaine Creek..... | Concrete barrel arch..... | 1 @ 24'..... | Highway 17, Ottawa- Rockland..... |
| Lake Nipissing, Western Bay of..... | Steel truss..... | 2 @ 150'..... | Secondary road..... |
| Leeson Creek..... | Dry masonry walls and Timber..... | 1 @ 21'..... | Manitowaning-South Baymouth..... |
| Maitland River (Bridge 1 south of Wingham)..... | Concrete rigid frame..... | 50', 60', 50'..... | Highway 4-Highway 9 to Elginfield..... |
| Maitland River Tributary (Bridge 3 south of Wingham)..... | Concrete rigid frame..... | 2 @ 50'..... | Highway 4-Highway 9 to Elginfield..... |
| Maitland River tributary..... | Concrete rigid frame..... | 1 @ 60'..... | Highway 87, Harriston- Bluevale..... |
| McCarty Creek..... | Timber trestle, laminated deck..... | 7 @ 16', 2 @ 13' 6"..... | Secondary road-Field- River Valley..... |
| Napanee Bridge..... | Concrete rigid frame..... | 2 @ 49'..... | Highway 2, Kingston- Belleville..... |

No. 4

During 1950

| TOWNSHIP | LOT | CONCESSION | COUNTY OR DISTRICT | DIV. |
|--------------------------|-----------------|-------------------|---------------------------|------|
| Hodgins..... | 9..... | VI..... | Algoma..... | 18 |
| 77..... | | | Thunder Bay..... | 19 |
| Adjala and Albion..... | 1 and 32..... | V and VI..... | Simcoe and Peel..... | 5 |
| McGarry..... | | | Timiskaming..... | 14 |
| Cumberland..... | 5..... | I O.S..... | Russell..... | 9 |
| Casey..... | 3 and 4..... | V and VI..... | Timiskaming..... | 14 |
| North York..... | | | York..... | 39 |
| Summers..... | Unsurveyed..... | | Thunder Bay..... | 19 |
| Gauthier..... | Unsurveyed..... | | Timiskaming..... | 14 |
| Brower..... | 2 and 3..... | IV..... | Cochrane..... | 16 |
| Ottaway and Clute..... | 4 and 25..... | VI and I..... | Cochrane..... | 16 |
| Winchester..... | 18..... | IV..... | Dundas..... | 9 |
| Dome..... | Unsurveyed..... | | Kenora..... | 20 |
| Clute..... | 21 and 22..... | IV and V..... | Cochrane..... | 16 |
| Clute and Calder..... | 28 and 1..... | IX..... | Cochrane..... | 16 |
| Dorion..... | 6 and 7..... | VII..... | Thunder Bay..... | 19 |
| Bentinck..... | 26..... | I..... | Grey..... | 5 |
| Gorman..... | Unsurveyed..... | | Kenora..... | 20 |
| Ermatinger..... | 1..... | VI..... | Sudbury..... | 17 |
| Evantural..... | 9..... | IV..... | Timiskaming..... | 14 |
| Fauquier..... | 1..... | II..... | Cochrane..... | 16 |
| Fauquier..... | 8..... | III..... | Cochrane..... | 16 |
| Waters..... | 4 and 5..... | IV..... | Sudbury..... | 17 |
| Minden..... | 2..... | III..... | Haliburton..... | 11 |
| Gwillimbury West..... | 7..... | VI..... | Simcoe..... | 39 |
| Gwillimbury West..... | 6..... | IV and V..... | Simcoe..... | 39 |
| Gwillimbury West..... | 7..... | X and XI..... | Simcoe..... | 39 |
| Gwillimbury West..... | | II..... | Simcoe..... | 39 |
| Euphemia..... | 25..... | VII and VIII..... | Lambton..... | 1 |
| Havilland..... | Sec. 23..... | | Algoma..... | 18 |
| East Whitby..... | 4..... | I..... | Ontario..... | 39 |
| Havilland..... | Sec. 27..... | | Algoma..... | 18 |
| Innishl..... | | | Simcoe..... | 39 |
| King..... | | I..... | York..... | 39 |
| King..... | 5 and 6..... | V..... | York..... | 39 |
| King..... | 28..... | V..... | York..... | 39 |
| Clarence..... | 31..... | I O.S..... | Russell..... | 9 |
| Haddo..... | 1..... | II and III..... | Sudbury..... | 13 |
| Assignack..... | 22..... | I and II..... | Manitoulin..... | 17 |
| Wawanosh, Morris..... | | XIV..... | Huron..... | 3 |
| Wawanosh, Morris..... | | XIV..... | Huron..... | 3 |
| Howick..... | 10..... | VIII and IX..... | Huron..... | 3 |
| Gibbons..... | 12..... | III..... | Nipissing..... | 13 |
| North Frederickburg..... | 18..... | VII..... | Lennox and Addington..... | 8 |

Appendix

Bridges Completed

| NAME | TYPE | SPAN | ROAD |
|---|---|--------------------------------------|---|
| Nolala Bridge..... (Whitefish River) | Creosoted truss on cribs..... | 1 @ 60'..... | Township Road..... |
| Olson's Bridge..... (Portage Creek) | Creosoted truss on cribs and bents..... | 10', 10', 50', 10', 10' | Township road..... |
| Otonabee River..... (Bobcaygeon N. Bridge) | Concrete rigid frame..... (beams at centre) | 1 @ 77' 6"..... | Highway 36, Lindsay- Bobcaygeon |
| Pelkola Bridge..... (Jumbo Creek) | Rock-filled timber cribs..... | 1 @ 20' 6"..... | Wanup-Wanapitei..... |
| Pigeon Creek..... | Concrete rigid frame..... | 1 @ 30'..... | Highway 7A, Bethany- Port Perry..... |
| Pumphouse Creek..... | Rock-filled cribs..... | 1 @ 24'..... | Levack-Cartier..... |
| Rainbow Creek..... | Timber..... | 2 @ 16'..... | Searchmont Road- Island Lake-Wabas..... |
| Robertson's Bridge..... (Wabi River) | Steel girders on pile bents.... | 1 @ 60', 3 @ 14', 2 @ 14' 6"..... | Township road..... |
| Rosseau River (Extension).... | Steel beams..... | 1 @ 36'..... | Road 204, Utterson- Rosseau..... |
| St. Joseph's Island (Br.)..... (Mainland Bridge) | Concrete rigid frame..... | 1 @ 60'..... | Highway 17 to St. Joseph's Island..... |
| Sharpes Creek..... | Concrete rigid frame double box..... | 2 @ 12'..... | Highway 11, south of Bracebridge..... |
| Vaughan township Underpass. | Composite steel and concrete rigid frame..... | 1 @ 108' 6"..... | Toronto-Barrie Highway at Highway 27..... |
| Vaughan township Underpass. | Composite steel and concrete rigid frame..... | 1 @ 108' 6"..... | Toronto-Barrie Highway at Maple side road..... |
| Vaughan township Underpass. | Composite steel and concrete rigid frame..... | 1 @ 96'..... | Toronto-Barrie Highway at Sherwood road..... |
| Vespra township Overpass.... | Concrete rigid frame..... | 1 @ 55'..... | Barrie by-pass and Highway 90..... |
| Warren Bridge (Veuve River). | Low steel truss, steel beam approaches on timber bents | 1 @ 90', 8 @ 20'... | South of Highway 17 at Warren..... |
| Whitefish River..... | Pile bents..... | 12', 15', 15', 15', 18' | Silver Mountain road to Strange township..... |
| Willow Creek..... | Concrete rigid frame..... | 1 @ 40'..... | Barrie by-pass..... |
| York North township Overpass | Concrete rigid frame..... | 1 @ 50'..... | Toronto-Barrie Highway at Wilson Avenue..... |
| York North township Overpass | Concrete rigid frame..... | 1 @ 57'..... | Toronto by-pass at Jane Street..... |
| York North township Overpass | Concrete rigid frame..... | 1 @ 37'..... | Toronto-Barrie Highway.. |
| York North township C.P.R. Overhead..... | Concrete rigid frame..... | 1 @ 66'..... | Toronto by-pass and C.P.R..... |
| York North township Overpass | Concrete rigid frame..... | 1 @ 57'..... | Toronto by-pass and Dufferin Street..... |

No. 4 (continued)

During 1950

| TOWNSHIP | LOT | CONCESSION | COUNTY OR DISTRICT | Div. |
|--------------------------|----------------|------------------|--------------------|------|
| Lybster..... | 4 and 5..... | V..... | Thunder Bay..... | 19 |
| Sibley..... | 3..... | II..... | Thunder Bay..... | 19 |
| Verulam..... | 13 and 14..... | X and XI..... | Victoria..... | 7 |
| Cleland..... | 7..... | VI..... | Sudbury..... | 17 |
| Manvers..... | 9..... | VIII and IX..... | Durham..... | 7 |
| Hart..... | 2..... | I..... | Sudbury..... | 17 |
| Hodgins..... | 12..... | IV..... | Algoma..... | 18 |
| Kerns..... | 2..... | III and IV..... | Timiskaming..... | 14 |
| Cardwell..... | 29..... | II..... | Muskoka..... | 11 |
| Tarbutt, additional..... | 3 and 4..... | V..... | Algoma..... | 18 |
| Draper..... | ..... | ..... | Muskoka..... | 11 |
| Vaughan..... | 5 and 6..... | V..... | York..... | 39 |
| Vaughan..... | 20 and 21..... | V..... | York..... | 39 |
| Vaughan..... | 15 and 16..... | V..... | York..... | 39 |
| Vespra..... | 25 and 26..... | VI..... | Simcoe..... | 39 |
| Dunnet..... | 2 and 3..... | ..... | Sudbury..... | 13 |
| Strange..... | 2 and 3..... | IV..... | Thunder Bay..... | 19 |
| Vespra..... | 8..... | I..... | Simcoe..... | 39 |
| North York..... | ..... | V..... | York..... | 39 |
| North York..... | ..... | IV and V..... | York..... | 39 |
| North York..... | 20 and 21..... | V..... | York..... | 39 |
| North York..... | 10..... | V..... | York..... | 39 |
| North York..... | ..... | II and III..... | York..... | 39 |

APPENDIX No. 5
GROWTH OF COUNTY ROAD EXPENDITURE AND PROVINCIAL GRANTS

| YEAR WORK WAS DONE | Number of Counties | Approved Expenditure | Government Grants |
|--------------------|-----------------------|-------------------------|----------------------|
| 1903 | 4 | \$ 166,149.06 | \$ 55,383.02 |
| 1904 | 7 | 291,085.42 | 97,028.48 |
| 1905 | 6 | 179,593.62 | 59,864.53 |
| 1906 | 8 | 247,102.37 | 82,367.45 |
| 1907 | 14 | 383,518.86 | 127,839.62 |
| 1908 | 15 | 429,393.57 | 143,131.16 |
| 1909 | 16 | 440,374.08 | 146,791.36 |
| 1910 | 17 | 553,312.61 | 184,437.54 |
| 1911 | 19 | 712,072.52 | 237,357.50 |
| 1912 | 20 | 898,631.18 | 299,543.69 |
| 1913 | 20 | 847,684.15 | 282,561.35 |
| 1914 | 20 | 785,521.93 | 261,840.61 |
| 1915 | 20 | 811,540.05 | 270,513.34 |
| 1916 | 21 | 955,447.19 | 327,663.76 |
| 1917 | 30 | 1,383,341.87 | 483,621.32 |
| 1918 | 36 | 2,226,899.70 | 815,440.01 |
| 1919 | 37 | 5,714,937.19 | 2,623,719.24 |
| 1920 | 37 | 7,956,863.72 | 3,626,418.08 |
| 1921 | 37 | 11,078,288.39 | 5,119,882.26 |
| 1922 | 37 | 9,162,491.79 | 4,258,339.83 |
| 1923 | 37 | 7,403,509.96 | 3,418,523.07 |
| 1924 | 37 | 6,861,451.62 | 3,214,321.50 |
| 1925 | 37 | 6,608,431.04 | 3,222,678.10 |
| 1926 | 37 | 5,838,445.12 | 2,913,660.96 |
| 1927 | 37 | 7,424,464.85 | 3,706,719.88 |
| 1928 | 37 | 8,784,420.42 | 4,360,222.86 |
| 1929 | 37 | 9,212,758.04 | 4,591,110.16 |
| 1930 | 37 | 8,929,424.27 | 4,463,527.11 |
| 1931 | 37 | 7,265,350.65 | 3,625,860.66 |
| 1932 | 37 | 4,214,410.70 | 2,106,457.18 |
| 1933 | 37 | 3,058,622.91 | 1,529,228.37 |
| 1934 | 37 | 3,391,768.96 | 1,695,291.35 |
| 1935 | 37 | 3,107,215.32 | 1,553,273.39 |
| 1936 | 37 | 3,438,188.53 | 1,718,944.63 |
| 1937 | 37 | 4,062,753.39 | 2,031,372.49 |
| 1938 | 37 | 4,686,333.38 | 2,342,971.65 |
| 1939 | 37 | 4,775,109.01 | 2,387,240.73 |
| 1940 | 37 | 4,496,702.25 | 2,247,977.06 |
| 1941 | 37 | 4,805,301.60 | 2,402,650.75 |
| 1942 | 37 | 3,221,505.02 | 1,610,752.54 |
| 1943 | 37 | 3,951,745.47 | 1,975,872.73 |
| 1944 | 37 | 4,675,028.89 | 2,365,507.20 |
| 1945 | 37 | 5,692,079.85 | 2,898,135.97 |
| 1946 | 37 | 7,392,946.45 | 3,769,755.43 |
| 1947 | 37 | 9,597,750.67 | 5,064,601.24 |
| 1948 | 37 | 11,345,808.93 | 6,176,598.43 |
| 1949 | 37 | 12,645,251.23 | 6,949,735.96 |
| 1950 | 37 | 12,863,429.71 | 6,923,703.44 |
| TOTALS TO DATE | | \$224,979,457.51 | \$110,770,438.99 |

APPENDIX No. 6

COUNTY ROAD MILEAGES AND EXPENDITURES

From Inception of County Road Systems to December 31st, 1950. Provincial Subsidies on 1950 Expenditures being paid in the 1950-51 Fiscal Year.

| County | Year or Establishment of System | ROAD MILEAGES | | | Total Approved Expenditure to end of 1950 | Total Government Grant |
|-------------------------------------|---------------------------------|---------------|------------------------|---------|---|------------------------|
| | | County Roads | County Sub-urban Roads | Total | | |
| Brant..... | 1917 | 93.7 | 28.40 | 122.1 | 3,913,586.18 | \$ 1,966,837.43 |
| Bruce..... | 1917 | 304.7 | — | 304.7 | 5,867,973.26 | 2,982,174.72 |
| Carleton..... | 1910 | 132.40 | 99.00 | 231.4 | 10,341,750.43 | 5,031,959.06 |
| Dufferin..... | 1918 | 166.2 | — | 166.2 | 2,405,792.53 | 1,174,062.73 |
| Elgin..... | 1917 | 234.8 | 20.00 | 254.8 | 5,099,968.43 | 2,525,132.15 |
| Essex..... | 1916 | 200.7 | 41.00 | 241.7 | 8,370,193.04 | 4,160,690.16 |
| Frontenac..... | 1907 | 141.1 | 40.70 | 181.8 | 2,750,184.50 | 1,320,967.29 |
| Grey..... | 1918 | 324.2 | 35.00 | 359.2 | 6,310,483.58 | 3,165,458.78 |
| Haldimand..... | 1912 | 157.4 | — | 157.4 | 5,119,143.59 | 2,507,525.03 |
| Halton..... | 1907 | 147.2 | — | 147.2 | 3,643,400.39 | 1,745,359.74 |
| Hastings..... | 1904 | 276.75 | 5.25 | 282.0 | 5,068,492.87 | 2,422,151.76 |
| Huron..... | 1917 | 399.4 | — | 399.4 | 5,684,496.59 | 2,850,227.52 |
| Kent..... | 1917 | 317.95 | 9.75 | 327.7 | 9,713,042.39 | 5,032,219.80 |
| Lambton..... | 1918 | 212.9 | 14.50 | 227.4 | 4,410,421.08 | 2,174,150.90 |
| Lanark..... | 1903 | 224.5 | 6.00 | 230.5 | 4,319,863.43 | 2,123,557.36 |
| Leeds and Grenville..... | 1910 | 301.26 | 20.74 | 322.0 | 6,040,077.79 | 2,897,675.26 |
| Lennox and Addington..... | 1906 | 162.0 | — | 162.0 | 3,951,095.60 | 1,991,868.58 |
| Lincoln..... | 1904 | 158.80 | 18.10 | 176.9 | 6,361,950.54 | 2,967,313.62 |
| Middlesex..... | 1906 | 435.35 | 54.05 | 489.4 | 8,217,992.68 | 4,014,134.93 |
| Norfolk..... | 1917 | 238.0 | — | 238.0 | 6,133,045.59 | 3,000,118.00 |
| Northumberland and Durham..... | 1918 | 282.20 | 11.70 | 293.9 | 5,296,666.08 | 2,655,550.24 |
| Ontario..... | 1918 | 221.70 | 11.20 | 232.9 | 4,047,578.44 | 2,016,886.00 |
| Oxford..... | 1904 | 201.95 | 10.25 | 212.2 | 5,387,755.92 | 2,545,909.99 |
| Peel..... | 1907 | 143.2 | — | 143.2 | 4,494,052.23 | 2,178,609.34 |
| Perth..... | 1907 | 223.0 | 7.50 | 230.5 | 3,550,780.86 | 1,727,562.27 |
| Peterborough..... | 1919 | 132.8 | 69.00 | 201.8 | 2,820,339.09 | 1,491,566.40 |
| Prescott and Russell..... | 1917 | 336.4 | — | 336.4 | 7,077,131.85 | 3,363,995.85 |
| Prince Edward..... | 1907 | 175.7 | — | 175.7 | 3,382,712.14 | 1,627,948.10 |
| Renfrew..... | 1918 | 226.3 | — | 226.3 | 4,940,366.35 | 2,442,953.60 |
| Simcoe..... | 1903 | 264.6 | — | 264.6 | 6,594,411.51 | 3,209,172.32 |
| Stormont, Dundas and Glengarry..... | 1917 | 432.8 | 30.00 | 462.8 | 9,133,020.55 | 4,532,955.63 |
| Victoria..... | 1917 | 198.5 | — | 198.5 | 4,141,111.49 | 2,107,797.44 |
| Waterloo..... | 1908 | 153.4 | 60.90 | 214.3 | 6,807,713.64 | 3,395,039.71 |
| Welland..... | 1912 | 146.6 | 17.40 | 164.0 | 6,829,862.60 | 3,251,879.13 |
| Wellington..... | 1903 | 343.9 | 32.50 | 376.4 | 7,230,713.78 | 3,625,224.45 |
| Wentworth..... | 1903 | 141.15 | 51.25 | 192.4 | 6,961,035.12 | 3,336,744.80 |
| York..... | 1911 | 68.82 | 261.78 | 330.6 | 22,561,251.37 | 11,207,058.90 |
| TOTALS..... | | 8,322.33 | 955.97 | 9,278.3 | \$224,979,457.51 | \$110,770,438.99 |

APPENDIX
SUMMARY OF COUNTY
(Government Subsidies paid

| NAME OF COUNTY | ROADS | | BRIDGES AND CULVERTS (For 80% Subsidy) | |
|-------------------------------------|-------------------|------------------|---|------------------|
| | Con- struction | Mainte- nance | Con- struction | Mainte- nance |
| Brant..... | \$ 59,267.12 | \$ 80,492.88 | \$ 27,281.77 | \$ 2,297.30 |
| Bruce..... | 146,632.35 | 101,159.88 | 51,000.24 | 3,567.10 |
| Carleton..... | 182,453.75 | 188,179.85 | 29,538.97 | 19,035.95 |
| Dufferin..... | 34,777.55 | 67,002.82 | 3,189.63 | 4,106.61 |
| Elgin..... | | 317,398.42 | 30,329.44 | 17,233.93 |
| Essex..... | 163,679.36 | 203,395.80 | 20,446.68 | 596.30 |
| Frontenac..... | 3,237.90 | 94,447.29 | 2,700.77 | 6,866.00 |
| Grey..... | 48,609.60 | 222,157.89 | | 16,476.05 |
| Haldimand..... | 165,531.70 | 91,710.42 | 52,359.81 | 1,582.23 |
| Halton..... | 10,766.00 | 132,367.66 | 10,532.61 | 6,550.48 |
| Hastings..... | 66,008.44 | 133,899.19 | 10,339.07 | 3,489.12 |
| Huron..... | 137,214.14 | 150,472.72 | 59,605.34 | 7,218.71 |
| Kent..... | 386,281.59 | 191,830.84 | 116,234.04 | 20,613.16 |
| Lambton..... | 151,424.74 | 159,698.68 | 9,268.41 | 9,312.97 |
| Lanark..... | 67,503.98 | 85,108.68 | 25,570.97 | 12,962.13 |
| Leeds and Grenville..... | 47,130.11 | 164,094.18 | 4,982.83 | 7,332.02 |
| Lennox and Addington..... | 934.93 | 130,830.07 | 26,365.25 | 99.57 |
| Lincoln..... | 125,576.38 | 126,861.28 | 26,390.17 | 4,361.46 |
| Middlesex..... | 228,379.22 | 282,596.09 | 99,848.23 | 8,094.32 |
| Norfolk..... | 61,687.11 | 202,796.72 | 40,462.94 | 2,698.71 |
| Northumberland and Durham..... | 125,780.55 | 124,291.63 | 28,471.82 | 3,734.06 |
| Ontario..... | 85,891.42 | 111,515.19 | 7,264.38 | 4,728.98 |
| Oxford..... | 87,410.63 | 166,168.80 | 32,588.50 | 5,605.56 |
| Peel..... | 41,075.00 | 193,438.21 | 18,193.89 | 7,877.24 |
| Perth..... | 80,110.50 | 160,916.50 | 18,616.66 | 6,441.52 |
| Peterborough..... | 34,231.19 | 73,502.92 | 15,304.81 | 12,328.95 |
| Prescott and Russell..... | 100,339.63 | 188,252.17 | 19,894.98 | 11,766.40 |
| Prince Edward..... | 44,359.38 | 74,851.02 | 9,898.19 | 735.36 |
| Renfrew..... | 39,631.77 | 91,690.52 | 12,498.68 | 9,453.54 |
| Simcoe..... | 17,698.39 | 216,015.52 | 92,299.95 | 2,082.22 |
| Stormont, Dundas and Glengarry..... | 224,378.60 | 180,410.69 | 14,669.06 | 13,926.95 |
| Victoria..... | 44,141.84 | 79,205.74 | 17,780.29 | 8,057.86 |
| Waterloo..... | 99,240.18 | 186,898.00 | 49,836.71 | 5,451.21 |
| Welland..... | 203,959.08 | 80,767.52 | 18,712.15 | 5,622.99 |
| Wellington..... | 8,292.01 | 256,262.30 | 79,947.64 | 18,730.09 |
| Wentworth..... | 101,171.83 | 230,754.38 | 32,041.29 | 18,388.88 |
| York..... | 396,083.00 | 622,026.59 | 202,888.85 | 33,180.92 |
| TOTALS..... | \$3,820,890.97 | \$6,163,469.06 | \$1,317,355.02 | \$ 322,606.85 |

No. 7

ROAD EXPENDITURES—1950

in the 1950-1951 Fiscal Year)

| WINTER CONTROL (Maintenance) | APPROVED EXPENDITURE | | | GOVERNMENT SUBSIDY 50% and 80% |
|------------------------------------|-----------------------|-----------------------|------------------------|--------------------------------------|
| | Con- struction | Mainte- nance | Total | |
| 15,716.84 | 86,548.89 | 98,507.02 | 185,055.91 | 101,401.67 |
| 36,273.82 | 197,632.59 | 141,000.80 | 338,633.39 | 185,686.90 |
| 44,908.49 | 211,992.72 | 252,124.29 | 464,117.01 | 246,630.99 |
| 27,447.84 | 37,967.18 | 98,557.27 | 136,524.45 | 70,451.09 |
| 4,598.06 | 30,329.44 | 339,230.41 | 369,559.85 | 199,048.94 |
| 6,838.76 | 184,126.04 | 210,830.86 | 394,956.90 | 203,791.34 |
| 14,154.98 | 5,938.67 | 115,468.27 | 121,406.94 | 63,573.50 |
| 108,050.19 | 48,609.60 | 346,684.13 | 395,293.73 | 202,589.68 |
| 7,167.47 | 217,891.51 | 100,460.12 | 318,351.63 | 175,358.42 |
| 18,742.35 | 21,298.61 | 157,660.49 | 178,959.10 | 94,604.48 |
| 27,443.81 | 76,347.51 | 164,832.12 | 241,179.63 | 124,738.28 |
| 37,499.87 | 196,819.48 | 195,191.30 | 392,010.78 | 216,052.60 |
| 3,705.84 | 502,515.63 | 216,149.84 | 718,665.47 | 400,386.90 |
| 6,644.12 | 160,693.15 | 175,655.77 | 336,348.92 | 173,748.87 |
| 22,263.66 | 93,074.95 | 120,334.47 | 213,409.42 | 118,264.64 |
| 25,347.29 | 52,112.94 | 196,773.49 | 248,886.43 | 128,137.68 |
| 12,143.27 | 27,300.18 | 143,072.91 | 170,373.09 | 93,125.99 |
| 15,776.71 | 151,966.55 | 146,999.45 | 298,966.00 | 158,708.49 |
| 26,668.50 | 328,227.45 | 317,358.91 | 645,586.36 | 355,175.95 |
| 19,088.49 | 102,150.05 | 224,583.92 | 326,733.97 | 176,315.48 |
| 49,682.83 | 154,252.37 | 177,708.52 | 331,960.89 | 175,642.20 |
| 31,025.23 | 93,155.80 | 147,269.40 | 240,425.20 | 123,810.60 |
| 14,608.62 | 119,999.13 | 186,382.98 | 306,382.11 | 164,649.28 |
| 38,729.00 | 59,268.89 | 240,044.45 | 299,313.34 | 157,478.01 |
| 17,799.69 | 98,727.16 | 185,157.71 | 283,884.87 | 149,459.89 |
| 14,255.78 | 49,536.00 | 100,087.65 | 149,623.65 | 83,101.96 |
| 45,454.06 | 120,234.61 | 245,472.63 | 365,707.24 | 192,352.03 |
| 12,724.82 | 54,257.57 | 88,311.20 | 142,568.77 | 74,474.46 |
| 21,839.36 | 52,130.45 | 122,983.42 | 175,113.87 | 94,142.60 |
| 51,182.46 | 109,998.34 | 269,280.20 | 379,278.54 | 217,953.92 |
| 53,165.85 | 239,047.66 | 247,503.49 | 486,551.15 | 251,854.38 |
| 22,027.74 | 61,922.13 | 109,291.34 | 171,213.47 | 93,358.19 |
| 62,853.60 | 149,076.89 | 255,202.81 | 404,279.70 | 218,726.22 |
| 15,368.32 | 222,671.23 | 101,758.83 | 324,430.06 | 169,515.57 |
| 82,456.13 | 88,239.65 | 357,448.52 | 445,688.17 | 252,447.40 |
| 28,437.71 | 133,213.12 | 277,580.97 | 410,794.09 | 220,526.10 |
| 197,016.25 | 598,971.85 | 852,223.76 | 1,451,195.61 | 796,418.74 |
| \$1,239,107.81 | \$5,138,245.99 | \$7,725,183.72 | \$12,863,429.71 | \$6,923,703.44 |

APPENDIX No. 8
SUMMARY OF ROAD EXPENDITURES IN ORGANIZED TOWNSHIPS
Approved Expenditure and Government Subsidy on Township, Improvement District, Indian Reserve and
Provincial Park Roads Under the Provision of the Highway Improvement Act, Part IV.

| Year | No. of Townships | Approved Expenditure | | | Government Subsidy |
|--------------|------------------|----------------------|------------------|------------------|--------------------|
| | | Construction | Maintenance | Total | |
| 1920 to 1934 | 172-352 | \$23,718,523.99 | \$ 34,676,016.07 | \$ 58,394,540.06 | \$18,743,070.89 |
| 1935 | 353 | 830,871.14 | 2,114,553.23 | 2,945,424.37 | 1,233,806.48 |
| 1936 | 357 | 713,523.32 | 2,275,094.06 | 2,988,617.38 | 1,251,632.43 |
| 1937 | 358 | 1,236,900.18 | 2,620,618.43 | 3,857,518.61 | 1,943,344.98 |
| 1938 | 574 | 1,589,096.89 | 3,237,808.11 | 4,826,905.00 | 2,553,837.97 |
| 1939 | 583 | 1,824,526.20 | 3,568,455.39 | 5,392,981.59 | 2,865,752.12 |
| 1940 | 584 | 1,006,122.02 | 3,499,173.61 | 4,505,295.63 | 2,411,064.90 |
| 1941 | 584 | 1,060,139.17 | 4,392,147.57 | 5,452,286.74 | 2,917,816.44 |
| 1942 | 583 | 19,564.88 | 3,678,736.47 | 3,698,301.35 | 1,978,368.31 |
| 1943 | 584 | 209,424.76 | 5,303,565.76 | 5,512,990.52 | 2,929,508.15 |
| 1944 | 585 | 1,286,828.69 | 4,976,971.21 | 6,263,799.90 | 3,400,704.29 |
| 1945 | 596 | 2,109,532.25 | 5,587,001.62 | 7,696,533.87 | 4,177,608.83 |
| 1946 | 602 | 3,556,210.96 | 5,810,443.63 | 9,366,654.59 | 5,131,432.11 |
| 1947 | 604 | 3,617,421.83 | 8,945,376.93 | 12,562,798.76 | 7,064,222.50 |
| 1948 | 606 | 3,541,316.17 | 10,147,212.91 | 13,688,529.08 | 7,763,289.85 |
| 1949 | 609 | 4,280,533.01 | 10,981,918.15 | 15,262,451.16 | 8,658,125.77 |
| 1950 | 610 | 3,530,730.37 | 12,322,107.86 | 15,852,838.23 | 8,944,246.08 |
| Totals | | \$54,131,265.83 | \$124,137,201.01 | \$178,268,466.84 | \$83,967,832.10 |

NOTE: 571 Townships, 12 Improvement Districts, 25 Indian Reserves and 2 Provincial Parks are represented in the above expenditures for 1950.

APPENDIX

MILEAGE OF ROAD SURFACES

| COUNTY | COUNTY ROADS | | | |
|--|--------------|-----------------------|-----------------------------|-----------------------------------|
| | Earth | Gravel or Stone | Bitumi- nous Surfaces | Bitumi- nous Pave- ments |
| Brant..... | 2.3 | 50.6 | 61.7 | 6.5 |
| Bruce..... | | 202.8 | 100.4 | 0.3 |
| Carleton..... | | 96.1 | 77.5 | 57.8 |
| Dufferin..... | | 162.0 | 4.2 | |
| Elgin..... | | 191.7 | 62.7 | 0.4 |
| Essex..... | | 147.9 | 35.8 | 15.9 |
| Frontenac..... | | 118.3 | 62.3 | 1.1 |
| Grey..... | | 310.2 | 48.1 | |
| Haldimand..... | 2.3 | 92.9 | 51.2 | 7.1 |
| Halton..... | | 105.8 | 19.9 | |
| Hastings..... | | 223.4 | 40.0 | 16.3 |
| Huron..... | | 296.7 | 102.2 | |
| Kent..... | | 160.6 | 106.9 | 38.6 |
| Lambton..... | | 166.6 | 47.8 | 5.2 |
| Lanark..... | 3.7 | 169.2 | 41.2 | 16.4 |
| Leeds and Grenville..... | 41.0 | 136.2 | 74.8 | 67.2 |
| Lennox and Addington..... | | 69.8 | 62.2 | 30.0 |
| Lincoln..... | 0.8 | 24.9 | 137.0 | 2.9 |
| Middlesex..... | | 394.4 | 41.6 | 8.8 |
| Norfolk..... | | 41.2 | 195.6 | |
| Northumberland and Durham..... | | 252.1 | 5.8 | 33.8 |
| Ontario..... | | 199.4 | 30.8 | |
| Oxford..... | | 142.6 | 69.6 | |
| Peel..... | | 112.7 | 14.7 | 10.4 |
| Perth..... | | 205.3 | 25.2 | |
| Peterborough..... | | 185.8 | 16.0 | |
| Prescott and Russell..... | 4.4 | 256.4 | 57.9 | 17.7 |
| Prince Edward..... | | 90.8 | 67.2 | 9.1 |
| Renfrew..... | 14.3 | 133.9 | 77.1 | |
| Simcoe..... | | 248.4 | 16.2 | |
| Stormont, Dundas and Glengarry..... | | 196.7 | 265.2 | |
| Victoria..... | | 144.4 | 46.2 | 7.9 |
| Waterloo..... | | 151.6 | 36.3 | |
| Welland..... | | 26.6 | 98.1 | 29.0 |
| Wellington..... | | 332.0 | 34.7 | |
| Wentworth..... | | 80.2 | 104.1 | 3.6 |
| York..... | 5.0 | 81.9 | 146.5 | 78.4 |
| Total County Area..... | 73.8 | 6002.1 | 2484.7 | 464.4 |
| Northern Organized Townships..... | | | | |
| Unorganized—Township and Mining Roads..... | | | | |
| GRAND TOTALS..... | 73.8 | 6002.1 | 2484.7 | 464.4 |

No. 9

AT THE END OF 1950

| COUNTY ROADS | | ORGANIZED TOWNSHIP ROADS | | | | | |
|-----------------|--------|--------------------------|-----------------|---------------------|----------------------|-----------------|---------|
| Cement Concrete | Total | Earth | Gravel or Stone | Bituminous Surfaces | Bituminous Pavements | Cement Concrete | Total |
| 1.0 | 122.1 | 67.1 | 461.2 | 2.8 | | | 531.1 |
| 1.2 | 304.7 | 166.8 | 1458.3 | | | | 1625.1 |
| | 231.4 | 169.3 | 876.7 | 12.4 | | | 1058.4 |
| | 166.2 | 62.8 | 691.8 | | | | 754.6 |
| | 254.8 | 33.8 | 839.7 | 40.3 | 19.0 | 1.8 | 934.6 |
| 42.1 | 241.7 | 65.0 | 819.7 | 5.5 | | 35.8 | 926.0 |
| 0.1 | 181.8 | 448.1 | 491.4 | 1.0 | 2.8 | | 943.3 |
| 0.9 | 359.2 | 283.2 | 1781.4 | 1.0 | | | 2065.6 |
| 3.9 | 157.4 | 126.3 | 473.2 | 7.0 | 4.0 | | 610.5 |
| 21.5 | 147.2 | 9.9 | 435.9 | 1.3 | | 2.2 | 449.3 |
| 2.3 | 282.0 | 365.0 | 1133.3 | 1.0 | 1.0 | | 1500.3 |
| .5 | 399.4 | 61.0 | 1420.7 | 1.3 | | | 1483.0 |
| 21.6 | 327.7 | 141.1 | 1143.0 | 3.0 | | 0.1 | 1287.2 |
| 7.8 | 227.4 | 221.6 | 1208.1 | 2.3 | 1.1 | | 1343.1 |
| | 230.5 | 487.4 | 509.3 | | | | 996.7 |
| 2.8 | 322.0 | 522.3 | 788.0 | 20.5 | 12.5 | | 1433.3 |
| | 162.0 | 277.7 | 362.6 | 8.0 | | | 648.3 |
| 11.3 | 176.9 | 190.1 | 440.3 | 8.1 | | 3.6 | 642.1 |
| 44.6 | 489.4 | 120.9 | 1497.4 | 109.3 | 61.3 | 2.2 | 1791.1 |
| 1.2 | 238.0 | 281.3 | 630.7 | 46.9 | 5.2 | 1.5 | 965.6 |
| 2.2 | 293.9 | 916.6 | 1273.3 | | | | 2189.9 |
| 2.7 | 232.9 | 213.3 | 867.4 | 1.6 | | | 1082.3 |
| | 212.2 | 15.4 | 1103.7 | 53.8 | 12.2 | 11.6 | 1196.7 |
| 5.4 | 143.2 | 68.1 | 565.0 | 22.1 | | | 655.2 |
| | 230.5 | 50.6 | 944.9 | | | | 995.5 |
| | 201.8 | 304.5 | 617.1 | 1.4 | | | 923.0 |
| | 336.4 | 556.2 | 469.0 | 0.1 | | | 1025.3 |
| 8.6 | 175.7 | 56.4 | 313.4 | | | | 369.8 |
| 1.0 | 226.3 | 1015.5 | 670.5 | 2.0 | | | 1688.0 |
| | 264.6 | 269.0 | 1877.0 | 0.6 | | | 2146.6 |
| 0.9 | 462.8 | 495.1 | 865.1 | 5.8 | | 4.7 | 1370.7 |
| | 198.5 | 167.3 | 749.8 | | | | 917.1 |
| 26.4 | 214.3 | 13.2 | 580.5 | 0.5 | | 0.2 | 594.4 |
| 10.3 | 164.0 | 377.7 | 403.4 | 110.8 | 11.0 | 2.1 | 905.0 |
| 9.7 | 376.4 | 98.3 | 1066.6 | | | | 1164.9 |
| 4.5 | 192.4 | 82.5 | 448.6 | 0.7 | | | 531.8 |
| 18.8 | 330.6 | 256.3 | 1403.7 | 135.9 | 139.6 | 11.0 | 1946.5 |
| 253.3 | 9278.3 | 9056.7 | 31681.7 | 607.0 | 269.7 | 76.8 | 41691.9 |
| | | 1741.8 | 5444.8 | 83.5 | 4.9 | 7.8 | 7282.8 |
| | | 1866.3 | 3133.0 | | | | 4999.3 |
| 253.3 | 9278.3 | 12664.8 | 40259.5 | 690.5 | 274.6 | 84.6 | 53974.0 |

APPENDIX No. 10

SUMMARY OF EXPENDITURES ON URBAN STREETS—1950

Approved 1950 Expenditures by Cities, Towns and Villages under Part IV C of The Highway Improvement Act

| Municipal Road District | Cities (29) Sep. Towns (6) and Beach Commissions (1) | APPROVED EXPENDITURES—1950 | | Urban Total (331) | Government Subsidy 33⅓% and 50% |
|-------------------------------|--|----------------------------|-------------------|----------------------|---------------------------------------|
| | | Towns (140) | Villages (155) | | |
| 1 | 498,025.28 | 214,034.47 | 42,744.58 | 754,804.33 | 294,340.43 |
| 2 | 683,034.61 | 74,563.01 | 99,606.40 | 857,204.02 | 314,762.90 |
| 3 | 626,811.59 | 167,688.66 | 58,653.06 | 853,133.31 | 322,107.96 |
| 4 | 1,297,279.12 | 242,205.19 | 110,879.79 | 1,650,364.10 | 608,968.84 |
| 5 | 59,114.50 | 136,060.20 | 29,662.60 | 224,837.30 | 102,566.26 |
| 6 | 3,293,053.32 | 545,570.70 | 241,119.45 | 4,079,743.47 | 1,491,029.49 |
| 7 | 201,713.44 | 129,352.61 | 45,193.44 | 376,259.49 | 154,510.85 |
| 8 | 394,293.93 | 22,169.13 | 35,798.93 | 452,261.99 | 160,415.36 |
| 9 | 1,331,250.62 | 152,649.43 | 69,187.13 | 1,553,087.18 | 554,668.51 |
| 10 | | 80,585.98 | 17,883.75 | 98,469.73 | 49,845.56 |
| 11 | 126,362.40 | 162,539.26 | 38,900.20 | 327,801.86 | 142,840.51 |
| 12 | | 23,818.89 | 10,659.98 | 34,478.87 | 17,239.45 |
| 13 | 44,453.31 | 25,978.61 | | 70,431.92 | 27,807.07 |
| 14 | | 127,293.09 | 496.67 | 127,789.76 | 63,894.89 |
| 16 | | 100,374.31 | | 100,374.31 | 50,187.16 |
| 17 | 298,749.91 | 44,445.19 | | 343,195.10 | 121,805.89 |
| 18 | 85,179.68 | 16,581.21 | 265.55 | 102,026.44 | 36,816.62 |
| 19 | 623,982.48 | 42,667.09 | | 666,649.57 | 229,327.70 |
| 20 | | 161,573.80 | | 161,573.80 | 80,786.91 |
| Total | \$9,563,304.19 | \$2,470,150.83 | \$801,051.53 | \$12,834,506.55 | \$4,823,922.36 |

NOTE: Only 1 Separated Town, 1 Town and 1 Village did not apply for Subsidy in 1950.

APPENDIX No. 11

Mileages of King's Highways in Ontario
December 31, 1950

| County or District | Concrete | Bituminous Pavement | Bituminous Surface | Gravel and Crushed Stone | Totals |
|-------------------------|----------|------------------------|-----------------------|-----------------------------|----------|
| Algoma..... | 32.65 | 80.85 | 46.45 | 43.30 | 203.25 |
| Brant..... | 35.02 | 43.04 | ..... | 10.30 | 88.36 |
| Bruce..... | 23.85 | 86.85 | 9.00 | 53.85 | 173.55 |
| Carleton..... | 21.97 | 88.18 | ..... | 7.47 | 117.62 |
| Cochrane..... | 9.90 | 48.25 | 58.70 | 279.36 | 396.21 |
| Dufferin..... | 41.18 | 1.45 | ..... | 23.13 | 65.76 |
| Dundas..... | 22.04 | 17.32 | 9.17 | 0.63 | 49.16 |
| Durham..... | 12.23 | 32.72 | 4.79 | 44.35 | 94.09 |
| Elgin..... | 68.79 | 30.08 | ..... | 17.55 | 116.42 |
| Essex..... | 83.88 | 69.31 | ..... | 23.82 | 177.01 |
| Frontenac..... | 0.31 | 100.88 | 9.56 | 43.58 | 154.33 |
| Glengarry..... | 4.70 | 43.80 | 4.51 | 6.80 | 59.81 |
| Grenville..... | 15.12 | 28.21 | ..... | 3.45 | 46.78 |
| Grey..... | 39.18 | 79.38 | 1.57 | 25.73 | 145.86 |
| Haldimand..... | 0.82 | 64.91 | ..... | 12.71 | 78.44 |
| Haliburton..... | ..... | 45.43 | 0.35 | 14.12 | 59.90 |
| Halton..... | 18.97 | 58.58 | ..... | 4.98 | 82.53 |
| Hastings..... | ..... | 102.14 | 67.63 | 44.30 | 214.07 |
| Huron..... | 54.43 | 61.66 | 5.10 | 85.89 | 207.08 |
| Kenora..... | ..... | 68.57 | 66.50 | 316.36 | 451.43 |
| Kent..... | 97.47 | 77.55 | 1.35 | 1.54 | 177.91 |
| Lambton..... | 75.39 | 66.60 | ..... | 19.03 | 161.02 |
| Lanark..... | ..... | 81.03 | 9.73 | 4.11 | 94.87 |
| Leeds..... | 12.24 | 152.95 | 1.18 | 6.50 | 172.87 |
| Lennox & Addington..... | ..... | 66.94 | 50.46 | 11.85 | 129.25 |
| Lincoln..... | 45.76 | 32.86 | ..... | 0.96 | 79.58 |
| Manitoulin..... | ..... | ..... | 7.25 | 10.50 | 17.75 |
| Middlesex..... | 43.45 | 105.29 | ..... | 51.41 | 200.15 |
| Muskoka..... | ..... | 77.58 | 13.55 | 20.43 | 111.56 |
| Nipissing..... | 9.14 | 115.71 | 89.56 | 101.07 | 315.48 |
| Norfolk..... | 23.84 | 38.99 | ..... | 0.28 | 63.11 |
| Northumberland..... | 8.07 | 60.07 | 13.40 | 20.19 | 101.73 |
| Ontario..... | 87.59 | 33.08 | 14.40 | 12.86 | 147.93 |
| Oxford..... | 15.04 | 69.22 | 0.70 | 32.20 | 117.16 |
| Parry Sound..... | 13.75 | 56.85 | 9.20 | 48.40 | 128.20 |
| Peel..... | 11.67 | 63.54 | ..... | 32.20 | 107.41 |
| Perth..... | 13.99 | 86.09 | ..... | 33.23 | 133.31 |
| Peterborough..... | 13.49 | 38.47 | 10.57 | 57.28 | 119.81 |
| Prince Edward..... | 4.30 | 43.68 | ..... | 10.38 | 58.36 |
| Prescott..... | 21.40 | 28.10 | ..... | 3.25 | 52.75 |
| Rainy River..... | ..... | 24.80 | 28.40 | 54.55 | 107.75 |
| Renfrew..... | 28.17 | 103.09 | 105.60 | 24.74 | 261.60 |
| Russell..... | 3.03 | 15.84 | ..... | 1.10 | 19.97 |
| Simcoe..... | 70.34 | 117.57 | 16.40 | 62.28 | 266.59 |
| Stormont..... | ..... | 20.87 | 12.24 | 8.45 | 41.56 |
| Sudbury..... | 13.99 | 42.45 | 8.80 | 125.51 | 190.75 |
| Temiskaming..... | ..... | 80.30 | 39.20 | 89.50 | 209.00 |
| Thunder Bay..... | 0.25 | 120.65 | 21.85 | 327.20 | 469.95 |
| Victoria..... | 18.53 | 52.26 | 7.56 | 47.55 | 125.90 |
| Waterloo..... | 29.73 | 33.61 | ..... | 15.92 | 79.26 |
| Welland..... | 37.46 | 74.22 | ..... | 0.58 | 112.26 |
| Wentworth..... | 20.45 | 114.51 | ..... | 33.84 | 168.80 |
| Wellington..... | 58.33 | 48.49 | ..... | 35.94 | 142.76 |
| York..... | 12.21 | 106.74 | ..... | 13.18 | 132.13 |
| TOTALS..... | 1,274.12 | 3,401.61 | 744.73 | 2,379.69 | 7,800.15 |

REPORT OF THE MOTOR VEHICLES BRANCH, 1950

TO THE HONOURABLE GEORGE H. DOUCETT,
Minister of Highways

Sir:

I have the honour to submit herewith a report of the activities of the Motor Vehicles Branch for the year 1950.

This report includes:

- (1) Statistics relating to motor vehicle permits and drivers' licences issued during the 1950 licence year;
- (2) A statement showing the revenue from all sources during the fiscal year, April 1, 1950, to March 31, 1951; and
- (3) Reports of the accident records and statistics, financial responsibility, and public vehicle divisions of the Branch for the year 1950.

The summarized information provided in the following preamble is dealt with in detail in the pages of the report.

MOTOR VEHICLE REGISTRATIONS

Motor vehicle registrations totalled 1,104,080 as compared with 969,369 in 1949—representing a percentage increase of 13.9. Passenger cars, which made up 79.8 per cent of the total, showed an advance of 14.2 per cent.

There were 199,188 commercial vehicles (excluding buses) registered during the year. This represented 18.0 per cent of the total vehicles registered and an increase of 10.6 per cent from the 1949 total.

As compared with the changes shown above, original passenger (new car) registrations totalled 139,762 or 51.8 per cent above the 1949 figure; while original commercial vehicle registrations (35,654) were 20.2 per cent above the total for the previous year.

During the ten years since 1941, total motor vehicle registrations have increased from 739,194 to 1,104,080—an advance of 49.4 per cent. During the same period, the estimated number of miles travelled by motor vehicles, as shown by taxable gasoline consumption figures, has increased by 61.1 per cent.

DRIVERS' LICENCES

There were 836,354 operators' (including 1,837 motorcycle operators') licences, and 530,034 chauffeurs' licences issued during 1950. The total (1,366,388) was 6.9 per cent above the total (1,278,584) for the year previous.

REVENUE

The net revenue collected during the fiscal year ending March 31, 1951, amounted to \$20,330,695.26 or \$2,987,157.51 (17.2%) more than the amount collected in 1949.

ACCIDENT RECORDS AND STATISTICS

During 1950 there were 43,681 accidents, involving personal injury or property damage in excess of \$50.00, reported. These accidents resulted in the death of 791 persons, non-fatal injury to 19,940 persons and an estimated property damage loss of \$12,964,380.

The 678 fatal accidents reported (in which 791 persons were fatally injured) represented a decrease of 6.5 per cent from the corresponding total (725) for the previous year. Personal injury accidents increased by 14.4 per cent, while those involving property damage only were 34.7 per cent above the 1949 total. These percentage variations may be compared with an increase of 26.7 per cent in total accidents reported.

FINANCIAL RESPONSIBILITY DIVISION

During the calendar year 1950 there were 15,233 motorists who were denied driving privileges pending the filing of proof of financial responsibility. This total was greater than for any previous year, and may be compared with 12,613 in 1949, and 10,635 for the year 1948.

In addition to the 15,233 suspensions which required the filing of proof of financial responsibility, there were 767 suspensions or revocations applied which prohibited the operation of motor vehicles under any condition.

PUBLIC VEHICLE DIVISION

During the licence year ending March 31, 1951, there were 5,091 public commercial vehicle operating licences issued, and 14,782 vehicles of this class were licensed. The increase in the number of licensed operators amounted to 4.3 per cent, and in vehicles, 12.8 per cent.

There were 227 public vehicle operators licensed (one more than last year); while public vehicles licensed totalled 2,754, or 72 above the 1949 total.

The total revenue collected by this division amounted to \$1,200,746.53 — an increase of 15.5 per cent from the previous year.

GENERAL

The report of the Motor Vehicles Branch for 1950 indicates a continued increase in registrations and accompanying revenue; in accidents and in the efforts to prevent them; and, generally, in the work and responsibilities of all divisions of the Branch.

I want to take this opportunity to express my personal thanks and sincere appreciation to you, sir, for your support and special interest; and to the members of the staff and representatives of the Branch throughout the Province for their loyal co-operation and valuable help during the year.

Respectfully submitted,

J. P. BICKELL,
Registrar of Motor Vehicles

Number of Permits and Licences Issued

The number of drivers' licences and motor vehicle permits issued during each of the five years, 1946 to 1950 and the percentage change between the 1949 and 1950 totals are shown in the following tables:

| CLASS OF LICENCE OR PERMIT | 1946 | 1947 | 1948 | 1949 | 1950 | Inc. |
|----------------------------|------------------|------------------|------------------|------------------|------------------|-------------|
| Passenger car..... | 585,604 | 645,252 | 698,384 | 771,709 | 881,143 | 14.2 |
| Commercial vehicle..... | 115,002 | 137,990 | 159,388 | 180,143 | 199,188 | 10.6 |
| Bus..... | 2,215 | 2,940 | 3,201 | 3,455 | 3,612 | 4.5 |
| Dual-purpose vehicle..... | 1,303 | 1,294 | 1,199 | 1,035 | 6,428* | — |
| Motorcycle..... | 6,982 | 9,471 | 11,086 | 13,027 | 13,709 | 5.2 |
| TOTAL..... | 711,106 | 796,947 | 873,258 | 969,369 | 1,104,080 | 13.9 |
| Trailer..... | 61,114 | 65,714 | 69,425 | 71,521 | 72,519 | 1.4 |
| Operators..... | 683,950 | 708,989 | 742,673 | 781,905 | 836,354 | 7.0 |
| Chauffeurs..... | 403,495 | 435,302 | 466,735 | 496,679 | 530,034 | 6.7 |
| TOTAL..... | 1,087,445 | 1,144,291 | 1,209,408 | 1,278,584 | 1,366,388 | 6.9 |
| Instruction permits..... | 109,130 | 127,114 | 163,443 | 193,883 | 241,738 | 24.7 |
| Transfers..... | 145,463 | 207,676 | 233,889 | 267,796 | 316,013 | 18.0 |
| "In Transit" permits..... | 11,707 | 15,229 | 8,812 | 11,831 | 18,622 | 57.4 |
| "M" dealers..... | 1,045 | 1,384 | 1,508 | 1,693 | 2,060 | 21.7 |
| "MC" dealers..... | 9 | 17 | 16 | 24 | 20 | -16.7 |

*This classification was broadened to include "Station Wagons" and similar vehicles formerly registered as Commercial Motor Vehicles.

Revenue for Fiscal Year 1950-1951

PERMITS AND LICENCES:

| | |
|-------------------|----------------|
| Passenger..... | \$7,878,708.10 |
| Commercial..... | 8,020,679.84 |
| Dual purpose..... | 73,524.20 |
| Trailers..... | 881,093.69 |
| Motorcycles..... | 25,701.45 |

DEALERS:

| | |
|---------------------------------|------------------------|
| Automobile..... | \$44,679.00 |
| Motorcycle..... | 66.00 |
| | \$ 44,745.00 |
| Operators and instruction..... | 932,078.00 |
| Chauffeurs..... | 557,175.60 |
| Public vehicles..... | 546,863.32 |
| Public commercial vehicles..... | 653,826.54 |
| Garages..... | 83,678.50 |
| Miscellaneous..... | 4,450.74 |
| | \$19,702,524.98 |

FEES:

| | |
|--------------------------------|-------------------|
| In transits..... | \$ 13,865.10 |
| Duplicate cards..... | 21,189.50 |
| Transfers..... | 286,754.00 |
| Searches and certificates..... | 6,641.14 |
| Lists..... | 11,014.75 |
| Examinations..... | 37,044.00 |
| | 376,508.49 |

FINES:

| | |
|------------------------------------|------------------------|
| Breach of Highway Traffic Act..... | 251,661.79 |
| | \$20,330,695.26 |

Number of Motor Vehicles Registered in Ontario†

| Year | Passenger | Commercial | Dual Purpose | Motorcycle | Total |
|-----------|-----------|------------|--------------|------------|-----------|
| 1903..... | 178 | ..... | ..... | ..... | 178 |
| 1904..... | 535 | ..... | ..... | ..... | 535 |
| 1905..... | 553 | ..... | ..... | ..... | 553 |
| 1906..... | 1,176 | ..... | ..... | ..... | 1,176 |
| 1907..... | 1,530 | ..... | ..... | ..... | 1,530 |
| 1908..... | 1,754 | ..... | ..... | ..... | 1,754 |
| 1909..... | 2,452 | ..... | ..... | ..... | 2,452 |
| 1910..... | 4,230 | ..... | ..... | ..... | 4,230 |
| 1911..... | 11,339 | ..... | ..... | ..... | 11,339 |
| 1912..... | 16,268 | ..... | ..... | 1,754 | 18,022 |
| 1913..... | 23,700 | ..... | ..... | 2,900 | 26,600 |
| 1914..... | 31,724 | ..... | ..... | 3,633 | 35,357 |
| 1915..... | 42,346 | ..... | ..... | 4,174 | 46,520 |
| 1916..... | 51,589 | 2,786 | ..... | 4,287 | 58,662 |
| 1917..... | 78,861 | 4,929 | ..... | 5,180 | 88,970 |
| 1918..... | 101,599 | 7,529 | ..... | 5,002 | 114,130 |
| 1919..... | 127,860 | 11,428 | ..... | 5,516 | 144,804 |
| 1920..... | 155,861 | 16,204 | ..... | 5,496 | 177,561 |
| 1921..... | 181,978 | 19,554 | ..... | 4,989 | 206,521 |
| 1922..... | 210,333 | 24,164 | ..... | 4,799 | 239,296 |
| 1923..... | 245,815 | 28,612 | ..... | 4,325 | 278,752 |
| 1924..... | 271,341 | 31,488 | ..... | 3,941 | 306,770 |
| 1925..... | 303,736 | 34,690 | ..... | 3,748 | 342,174 |
| 1926..... | 343,992 | 39,012 | ..... | 3,345 | 386,349 |
| 1927..... | 386,903 | 43,442 | ..... | 3,159 | 433,504 |
| 1928..... | 429,426 | 54,714 | ..... | 3,197 | 487,337 |
| 1929..... | 473,222 | 55,218 | 8,226 | 3,541 | 540,207 |
| 1930..... | 490,906 | 61,690 | 5,986 | 3,924 | 562,506 |
| 1931..... | 489,713 | 64,256 | 4,177 | 4,070 | 562,216 |
| 1932..... | 462,923 | 61,347 | 3,239 | 4,088 | 531,597 |
| 1933..... | 453,314 | 59,760 | 2,909 | 4,370 | 520,353 |
| 1934..... | 470,617 | 64,436 | 2,724 | 4,468 | 542,245 |
| 1935..... | 489,610 | 67,590 | 2,370 | 4,506 | 564,076 |
| 1936..... | 514,211 | 70,693 | * | 4,553 | 589,457 |
| 1937..... | 541,802 | 75,687 | 1,847 | 4,582 | 623,918 |
| 1938..... | 580,364 | 81,642 | 1,876 | 5,206 | 669,088 |
| 1939..... | 593,693 | 82,206 | 1,893 | 5,099 | 682,891 |
| 1940..... | 610,576 | 86,038 | 1,855 | 5,403 | 703,872 |
| 1941..... | 636,624 | 95,022 | 1,654 | 5,894 | 739,194 |
| 1942..... | 611,897 | 95,836 | 1,543 | 6,104 | 715,380 |
| 1943..... | 586,036 | 97,717 | 1,447 | 6,415 | 691,615 |
| 1944..... | 568,223 | 99,612 | 1,321 | 5,901 | 675,057 |
| 1945..... | 555,461 | 100,234 | 1,279 | 5,745 | 662,719 |
| 1946..... | 585,604 | 117,217 | 1,303 | 6,982 | 711,106 |
| 1947..... | 645,252 | 140,930 | 1,294 | 9,471 | 796,947 |
| 1948..... | 698,384 | 162,589 | 1,199 | 11,086 | 873,258 |
| 1949..... | 771,709 | 183,598 | 1,035 | 13,027 | 969,369 |
| 1950..... | 881,143 | 202,800 | 6,428§ | 13,709 | 1,104,080 |

†Totals do not include trailer permits.

*Included with passenger vehicles.

§Station wagons and similar vehicles included in dual purpose classification.

Number of Passenger and Commercial Vehicles Registered, by Counties and Districts 1949 and 1950

| COUNTY OR DISTRICT | Passenger | | Commercial | | Total Vehicles (Pass. and Comm.) | |
|-----------------------|-----------|---------|------------|--------|-------------------------------------|---------|
| | 1949 | 1950 | 1949 | 1950 | 1949 | 1950 |
| Algoma..... | 8,715 | 10,198 | 3,165 | 3,736 | 11,880 | 13,934 |
| Brant..... | 12,446 | 14,049 | 2,801 | 3,240 | 15,247 | 17,289 |
| Bruce..... | 9,954 | 11,009 | 1,813 | 2,171 | 11,767 | 13,180 |
| Carleton..... | 34,875 | 39,747 | 6,766 | 7,080 | 41,641 | 46,827 |
| Cochrane..... | 5,076 | 6,023 | 2,408 | 2,594 | 7,484 | 8,617 |
| Dufferin..... | 3,416 | 3,668 | 681 | 824 | 4,097 | 4,492 |
| Dundas..... | 3,213 | 3,491 | 673 | 724 | 3,886 | 4,215 |
| Durham..... | 5,903 | 6,416 | 1,235 | 1,362 | 7,138 | 7,778 |
| Elgin..... | 10,983 | 12,276 | 2,393 | 2,704 | 13,376 | 14,980 |
| Essex..... | 35,560 | 41,708 | 8,365 | 9,594 | 43,925 | 51,302 |
| Frontenac..... | 10,338 | 11,681 | 2,432 | 2,951 | 12,770 | 14,632 |
| Glengarry..... | 2,893 | 3,147 | 676 | 751 | 3,569 | 3,898 |
| Grenville..... | 3,606 | 3,917 | 794 | 867 | 4,400 | 4,784 |
| Grey..... | 12,494 | 13,587 | 2,239 | 2,457 | 14,733 | 16,044 |
| Haldimand..... | 5,800 | 6,374 | 1,436 | 1,682 | 7,236 | 8,056 |
| Haliburton..... | 1,206 | 1,376 | 566 | 692 | 1,772 | 2,068 |
| Halton..... | 8,509 | 9,848 | 2,076 | 2,339 | 10,585 | 12,187 |
| Hastings..... | 14,024 | 15,704 | 3,441 | 3,854 | 17,465 | 19,558 |
| Huron..... | 10,736 | 11,669 | 2,069 | 2,556 | 12,805 | 14,225 |
| Kenora..... | 2,758 | 3,302 | 1,687 | 1,969 | 4,445 | 5,271 |
| Kent..... | 17,597 | 20,060 | 4,580 | 5,284 | 22,177 | 25,344 |
| Lambton..... | 13,985 | 15,885 | 2,611 | 3,167 | 16,596 | 19,052 |
| Lanark..... | 6,865 | 7,708 | 1,491 | 1,688 | 8,356 | 9,396 |
| Leeds..... | 7,173 | 7,741 | 1,778 | 1,979 | 8,951 | 9,720 |
| Lenn. & Add..... | 4,212 | 4,496 | 1,059 | 1,144 | 5,271 | 5,640 |
| Lincoln..... | 15,386 | 17,598 | 4,561 | 5,104 | 19,947 | 22,702 |
| Middlesex..... | 29,374 | 33,258 | 6,132 | 6,824 | 35,506 | 40,082 |
| Muskoka..... | 3,923 | 4,323 | 1,546 | 1,702 | 5,469 | 6,025 |
| Nipissing..... | 4,476 | 5,629 | 1,908 | 2,347 | 6,384 | 7,976 |
| Norfolk..... | 8,871 | 9,639 | 2,188 | 2,450 | 11,059 | 12,089 |
| Northumberland..... | 5,947 | 6,308 | 1,576 | 1,678 | 7,523 | 7,986 |
| Ontario..... | 15,936 | 17,460 | 3,017 | 3,537 | 18,953 | 20,997 |
| Oxford..... | 13,512 | 14,883 | 3,100 | 3,559 | 16,612 | 18,442 |
| Parry Sound..... | 3,554 | 3,876 | 1,425 | 1,621 | 4,979 | 5,497 |
| Peel..... | 9,798 | 11,529 | 2,556 | 3,014 | 12,354 | 14,543 |
| Perth..... | 11,709 | 12,970 | 1,995 | 2,348 | 13,704 | 15,318 |
| Peterborough..... | 11,014 | 12,343 | 2,082 | 2,437 | 13,096 | 14,780 |
| Prescott..... | 3,036 | 3,313 | 853 | 966 | 3,889 | 4,279 |
| Prince Edward..... | 3,744 | 4,012 | 1,097 | 1,131 | 4,841 | 5,143 |
| Rainy River..... | 1,925 | 2,230 | 848 | 1,251 | 2,773 | 3,481 |
| Renfrew..... | 10,689 | 12,045 | 2,855 | 3,181 | 13,544 | 15,226 |
| Russell..... | 2,167 | 2,495 | 743 | 805 | 2,910 | 3,300 |
| Simcoe..... | 18,220 | 20,118 | 4,391 | 5,211 | 22,611 | 25,329 |
| Stormont..... | 6,662 | 7,702 | 1,370 | 1,649 | 8,032 | 9,351 |
| Sudbury..... | 10,394 | 12,484 | 3,729 | 4,144 | 14,123 | 16,628 |
| Thunder Bay..... | 12,828 | 14,512 | 4,512 | 5,052 | 17,340 | 19,564 |
| Timiskaming..... | 7,353 | 8,272 | 3,153 | 3,461 | 10,506 | 11,733 |
| Victoria..... | 5,948 | 6,380 | 1,251 | 1,412 | 7,199 | 7,792 |
| Waterloo..... | 22,577 | 25,904 | 4,419 | 5,129 | 26,996 | 31,033 |
| Welland..... | 21,332 | 23,884 | 4,453 | 5,090 | 25,785 | 28,974 |
| Wellington..... | 13,277 | 14,752 | 2,492 | 2,958 | 15,769 | 17,710 |
| Wentworth..... | 43,421 | 50,424 | 10,591 | 10,951 | 54,012 | 61,375 |
| York..... | 201,534 | 236,755 | 45,032 | 45,767 | 246,566 | 282,522 |
| Non-residents..... | 765 | 965 | 488 | 612 | 1,253 | 1,577 |

Number of Passenger and Commercial Vehicle Registrations, By Cities, 1949 and 1950

| CITIES | Passenger | | Commercial | | Total Vehicles (Pass. and Comm.) | |
|-----------------------|-----------|---------|------------|--------|-------------------------------------|---------|
| | 1949 | 1950 | 1949 | 1950 | 1949 | 1950 |
| Belleville..... | 4,062 | 4,274 | 794 | 962 | 4,856 | 5,236 |
| Brantford..... | 7,579 | 8,654 | 1,593 | 1,774 | 9,172 | 10,428 |
| Chatham..... | 4,329 | 4,995 | 1,466 | 1,689 | 5,795 | 6,684 |
| Cornwall..... | 3,808 | 4,599 | 738 | 937 | 4,546 | 5,536 |
| Fort William..... | 4,722 | 5,372 | 1,390 | 1,493 | 6,112 | 6,865 |
| Galt..... | 3,301 | 3,762 | 649 | 865 | 3,950 | 4,627 |
| Guelph..... | 4,627 | 5,224 | 893 | 996 | 5,520 | 6,220 |
| Hamilton..... | 32,929 | 39,016 | 7,328 | 8,027 | 40,257 | 47,043 |
| Kingston..... | 6,437 | 7,523 | 1,298 | 1,306 | 7,735 | 8,829 |
| Kitchener..... | 7,501 | 8,835 | 1,557 | 1,773 | 9,058 | 10,608 |
| London..... | 18,212 | 21,004 | 3,437 | 3,650 | 21,649 | 24,654 |
| Niagara Falls..... | 6,155 | 7,179 | 1,170 | 1,356 | 7,325 | 8,535 |
| North Bay..... | 2,240 | 2,774 | 713 | 824 | 2,953 | 3,598 |
| Oshawa..... | 6,996 | 7,667 | 1,104 | 1,392 | 8,100 | 9,059 |
| Ottawa..... | 26,828 | 30,807 | 5,379 | 5,863 | 32,207 | 36,670 |
| Owen Sound..... | 3,267 | 3,606 | 620 | 738 | 3,887 | 4,344 |
| Peterborough..... | 6,844 | 7,838 | 1,156 | 1,249 | 8,000 | 9,087 |
| Port Arthur..... | 4,423 | 4,970 | 1,181 | 1,328 | 5,604 | 6,298 |
| St. Catharines..... | 7,700 | 9,024 | 1,568 | 1,848 | 9,268 | 10,872 |
| St. Thomas..... | 3,800 | 4,395 | 690 | 740 | 4,490 | 5,135 |
| Sarnia..... | 4,655 | 5,867 | 833 | 991 | 5,488 | 6,858 |
| Sault Ste. Marie..... | 4,609 | 5,561 | 1,182 | 1,436 | 5,791 | 6,997 |
| Stratford..... | 3,460 | 4,005 | 576 | 714 | 4,036 | 4,719 |
| Sudbury..... | 5,122 | 6,220 | 1,515 | 1,691 | 6,637 | 7,911 |
| Toronto..... | 165,958 | 194,873 | 39,829 | 42,608 | 205,787 | 237,481 |
| Waterloo..... | 2,083 | 2,595 | 427 | 710 | 2,510 | 3,305 |
| Welland..... | 3,843 | 4,446 | 781 | 926 | 4,624 | 5,372 |
| Windsor..... | 20,090 | 23,931 | 4,994 | 5,294 | 25,084 | 29,225 |
| Woodstock..... | 2,830 | 3,202 | 613 | 720 | 3,443 | 3,922 |

Report of the Accident Records and Statistics Division

The upward trend in reported accidents, which began in 1945, continued through 1950 with a total of 43,681 accidents reported, resulting in 791 deaths, non-fatal injury to 19,940 persons, and a property damage loss to vehicles and other property estimated at \$12,964,380.

The advance in accidents experienced during each year since the end of World War II has been primarily in accidents involving property damage, in excess of \$50.00, only. Due to inflated costs of labour and materials, accidents which otherwise would not be reportable, now come within the \$50.00 damage limit and are for this reason included in the statistics. Of the total increase in the number of accidents since 1945, more than 77 per cent of the advance has been accounted for by the increase in accidents resulting in property damage only.

The records for 1950 showed a slight (4.7%) reduction in the number of persons fatally injured (791) from the corresponding total (830) for the previous year. On the basis of the average mileage death rate for 1947, 1948 and 1949, the expected death total for 1950 was 944, or 153 more than the actual total. In relation to the number of miles driven by motor vehicles during the year (as shown by gasoline consumption figures) the death rate was lower in 1950 than for any previous year for which data are available. Reductions were also found in the rates based on population and motor vehicle registrations, in comparison with similar rates for 1949. There is added significance in these reductions when it is realized that in 1950 new peaks were reached in motor vehicle registrations as well as in the number of tourists entering the Province.

It perhaps need not be said that the declining death rate has not been uniform in all areas—some communities have been more active in efforts to bring about some measure of control; others have lagged behind. The results which have been achieved, however, should serve to encourage all interested agencies and every individual to greater efforts.

Since the early days of motoring the Department has recognized that safety cannot be achieved to any acceptable degree without continuous effort. The present extent and gravity of the problem gives further emphasis to this fact.

Accident records are essential to all branches of safety work, whether from the standpoint of enforcement, engineering or education. Local records are desirable as they have added value in developing a programme in any community, but since adequate records are not in all cases maintained, the information prepared by this Branch has served a useful purpose and, while prepared on a province-wide basis, is adaptable for use in a general way in community efforts.

In all accident prevention activities carried on during the year an attempt has been made to maintain a high level of public interest and to continually stress the underlying truth that the individual must take responsibility for his own safe behaviour and the safety of others.

With this in mind all forms of publicity have been used to bring to all citizens—both child and adult, drivers and pedestrians—a clearer understanding of the requirements of safe driving and walking. One specific project which received widespread and favourable comment, was the distribution of more than 330,000 colouring books, "The A B C's of Traffic Safety", to school children in the junior grades throughout Ontario. While it is not possible to measure the immediate or long-term effects of such projects, it can undoubtedly be assumed that any effects will be of benefit to the cause of accident prevention.

In addition to this broad programme of safety activities directed to the attention of all citizens, other efforts have been made to deal with the problem from the standpoint of the individual driver.

Unfavourable driving records, complaints relating to driving fitness or behaviour, and various accident circumstances have served as the bases for investigation and action by the Department. As the police throughout the Province become more familiar with the work of the Branch, we find an increasing number of cases being reported which deserve attention. The re-examination of inexperienced drivers, drivers in fatal accidents, and drivers of advanced age has not only removed many unqualified drivers from the roads but has served to publicize this branch of our work throughout the Province, and to make many people aware that their driving behaviour is under constant supervision.

It should be emphasized that these activities, no matter how well carried out, represent only a phase of the work of highway safety. The accident problem will be solved when the people—in every community—want it solved; when they are willing to make personal sacrifices and concessions to the public good. The most urgent need at the present time would seem to be greater attention to safety, on the community level, to support and augment prevention efforts now in operation. The development of a more general recognition of this fact should be the primary aim of any plan to prevent accidents.

Report of the Financial Responsibility Division 1950

In the 1949 report the various aspects of the financial responsibility provisions of the Highway Traffic Act were discussed at some length and repetition would not seem necessary at this time. The main purpose of this report is, therefore, to show by means of tables (appended hereto) the activity of the division during 1950.

With an increase of 13.7 per cent in motor vehicle registrations and an increase of 11.6 per cent in the total mileage driven (based on the number of gallons of taxable gasoline consumed), an increase in the number of convictions registered against motorists for offences involving the use of a motor vehicle was to be expected. A total of 94,251 of these convictions were reported by the courts in 1950, an increase of 18 per cent when compared with 79,813 for 1949.

Where these reports indicated: (a) that the conviction was for an offence under the Highway Traffic Act following an accident; (b) that the conviction was registered under the criminal code; or (c) that a licence or permit was suspended by the court at the time of conviction, the drivers' licences and motor vehicle permits of the convicted persons were suspended until proof of financial responsibility was given. In addition, suspensions were applied against all those persons who were reported as having failed to satisfy judgments against them for damages resulting from motor vehicle accidents.

For these various reasons 15,233 suspensions (about 1,300 per month) were applied in 1950. This represented an increase of 20.8 per cent from the total for the previous year and is double the number applied in 1947.

The records show that since the inception of the legislation in 1930, more than 120,000 drivers and/or owners of motor vehicles have been denied the use of the highways until they filed proof of their ability to satisfy future judgments rendered against them for damages arising out of motor vehicle accidents, at least to the extent of \$11,000. As of December 31, 1950, a total of 45,650 suspensions were still in effect.

The suspensions remain in effect for at least two years unless proof of financial responsibility is filed. From Table 5 it will be noted that during the year 7,105 suspensions were rescinded upon the filing of proof of financial responsibility, and 2,678 because a period of two years or more had elapsed since they had been applied. The requirement of filing proof of financial responsibility is not automatically waived after two years but depends upon the operating record of the individual. As indicated by Table 7, many suspensions are in effect for several years. Table 6 has been included to show that the ability to give proof of financial responsibility has a direct relation to the seriousness of the cause of suspension. For example, while 55 per cent of those convicted of having improper lights were able to secure insurance certificates, only 40 per cent of those convicted of careless driving were able to do so and, in the case of drunk driving, the percentage drops to 15. It would seem logical to conclude, therefore, that the legislation is having the effect of removing from the highway the reckless and extra hazardous drivers.

Under the Act the Minister has the power to prohibit any person from driving for any reason he deems sufficient. From Table 3 it will be noted that, pursuant to this authority, 767 persons were ruled off the highway. This action was taken against 50 persons in view of driving records showing numerous convictions and accidents. Two hundred and ninety-two lost their driving privileges because they failed to pass a driving examination. Action was taken in the other cases as the result of the receipt of reports indicating a physical or mental condition that might prevent the safe operation of a motor vehicle.

The chief administrative difficulty experienced was with respect to the non-reporting of convictions by the courts. The Highway Traffic Act requires the magistrate or court clerk to forward to the Department a certificate of every conviction registered under the Act or criminal code, for offences involving the use of a motor vehicle. In applying suspensions, the Department is entirely dependent upon the reports so received, as action is only taken on receipt of the magistrate's certificate. The Act requires the Registrar to keep an operating record of every chauffeur and operator showing all convictions relating to the operation of motor vehicles registered against him, as well as all accidents in which he is involved. Such operating records are continually reviewed by the Department in its effort to remove from the highways the motorist who by act or omission demonstrates that he may be a menace to other users of the highway. These records are also used by police departments in connection with prosecutions; by insurance companies in reviewing applications for liability insurance; by employers when considering applicants for positions as drivers; and by various other agencies. In all, some 9,000 operating records were furnished the public in 1950.

The necessity for accuracy and completeness is therefore readily understandable. The records can only be as complete as the returns of the officials responsible for reporting convictions and accidents. Information received from a number of sources indicates that, possibly due to a misunderstanding of the importance of the matter, there is in some instances a laxity in submitting returns. The Department is continually engaged in a campaign to insure the prompt reporting of all convictions and a considerable measure of success has been achieved. In the interest of public safety, the co-operation of all officials who have a responsibility in this connection, is solicited.

That the various enforcement agencies throughout the Province are waging a successful and continuous campaign to keep off the highway those persons who have been suspended, is shown



Some of the motor vehicles seized pursuant to the Highway Traffic Act during 1950.

by the fact that over 400 persons paid fines or were imprisoned for ignoring suspension orders. Thirty-four of these persons had the cars or trucks, which they had registered illegally, seized and confiscated. Elsewhere there appears a photograph of some of these seized vehicles. The Department wishes to express sincere appreciation to the personnel of all police departments throughout the Province for their very valuable co-operation in enforcing this important part of the law.

The Unsatisfied Judgment Fund

The need for the legislation providing for the Unsatisfied Judgment Fund was again demonstrated during 1950. Many pedestrians as well as many motorists who were the innocent victims of traffic accidents received remuneration for losses which would not have been available had the Fund not been in operation. Payments totalling \$671,805.06 were made to 450 persons. Four hundred and nine of these recovered judgments against motorists who had no means of paying their indebtedness. The other 41 were the unfortunate victims of "hit-and-run" drivers and, as the law provides, they commenced action against the Registrar of Motor Vehicles and upon recovering judgments were paid a total of \$118,798.81 from the Fund. As is indicated by Statement II appended hereto, \$1,302,448.99 has been paid out in settlement of 588 judgments since the creation of the Fund, July 1, 1947.

Before a judgment is paid out of the Fund it must be assigned to the Minister of Highways. Any payments subsequently made in settlement are credited to the Fund. As revealed by Statement I, payments amounting to \$23,260.10 were collected in 1950. Not only are the judgment debtors prohibited from owning or operating a motor vehicle until they have repaid their debt, but various other means are employed to force payment. As a result of continuous efforts, 12 judgments were paid in full, one of which amounted to over \$7,000. Some 64 debtors are making monthly instalment payments. In one or two cases, certain property was seized and sold through the office of the county or district sheriff, and the proceeds of the sale credited to the Fund.

Although, in the years 1949 and 1950, a fee of only 50 cents was collected with each driver's licence issued, and although the payments in 1950 represented an increase of 37.1 per cent from the 1949 total, there was a balance of \$47,218.48 in the Fund as of December 31, 1950. While a further increase in payments is anticipated for 1951, it is believed that the same fee will be sufficient to keep the Fund solvent for the ensuing twelve months and therefore only fifty cents will again be collected.

The administration of the Unsatisfied Judgment Fund necessitates a very large volume of legal work. Through an amicable agreement, this work is being done by the Department of the Attorney General and it is desired to take this opportunity of expressing to Mr. E. H. Silk, K.C., senior solicitor of that department and his associates, sincere appreciation for the invaluable service and assistance they have rendered.

Table 1
Financial Responsibility Suspensions Applied in 1949
and 1950 with Percentage Increase.

| OFFENCE | 1949 | 1950 | Percentage Increase |
|---|---------------|---------------|---------------------|
| Speeding..... | 75 | 55 | 26.7 D |
| No driver's licence..... | 850 | 1,024 | 20.5 |
| Improper lights..... | 58 | 63 | 8.6 |
| Defective brakes..... | 286 | 273 | 4.5 D |
| Improper turning, signalling, stopping, passing, etc., Sec. 41. H.T.A..... | 1,268 | 1,571 | 23.9 |
| Failing to report an accident..... | 233 | 263 | 12.9 |
| Careless driving..... | 4,765 | 5,538 | 16.2 |
| Reckless or dangerous driving..... | 743 | 700 | 5.8 D |
| Leaving the scene of an accident..... | 733 | 862 | 17.6 |
| Drunk driving..... | 1,294 | 1,817 | 40.4 |
| Theft of motor vehicles..... | 524 | 517 | 1.3 D |
| Motor manslaughter..... | 11 | 18 | 63.6 |
| Criminal negligence..... | 6 | 1 | 83.3 D |
| Driving while licence suspended..... | 139 | 207 | 48.9 |
| Operating record..... | ..... | 4 | ..... |
| Other offences..... | 211 | 247 | 17.1 |
| Failure to satisfy a judgment..... | 373 | 514 | 37.8 |
| *Cancellation of proof of financial responsibility..... | 1,044 | 1,559 | 49.3 |
| TOTAL..... | 12,613 | 15,233 | 20.8 |

*Financial responsibility was filed but was cancelled before two-year period had expired.

D—Decrease.

Table 2
Suspensions of Drivers' Licences and/or Motor Vehicle Permits
Applied in 1950 by Courts and Department for Definite Periods

| PERIOD | Number |
|---------------------------------|--------------|
| Up to three months..... | 2,097 |
| Three months to six months..... | 1,081 |
| Six months to one year..... | 297 |
| One year to two years..... | 68 |
| Two years to three years..... | 39 |
| TOTAL..... | 3,582 |

In addition to the definite periods indicated herein the suspensions remain in effect until proof of financial responsibility is given and are included in Table, F.R. Suspensions. They were the result of convictions for drunk driving, failing to remain, etc.

Table 3
Suspensions Applied Under Discretionary Authority Vested
in Minister Under Highway Traffic Act

| CAUSE | Number | | | |
|---|------------|------------|------------|------------|
| | 1947 | 1948 | 1949 | 1950 |
| Operating record..... | 45 | 41 | 36 | 50 |
| Unsatisfactory vision and/or driving certificates.... | 129 | 175 | 222 | 292 |
| Mental condition..... | 85 | 93 | 60 | 339 |
| Physical condition..... | 36 | 60 | 67 | 86 |
| TOTAL..... | 295 | 369 | 385 | 767 |

Table 4

Suspensions Applied for Drunk Driving Convictions in 1950

| PERIOD | First Offence | | Second Offence | | Third and Subsequent | | Total | |
|---------------------------------|---------------|-------|----------------|-------|----------------------|-------|-------|-------|
| | *H.O. | †M.S. | H.O. | M.S. | H.O. | M.S. | H.O. | M.S. |
| Up to three months..... | 800 | ..... | ..... | ..... | ..... | ..... | 800 | ..... |
| Three months to six months..... | 395 | 270 | 90 | ..... | ..... | ..... | 485 | 270 |
| Six months to one year..... | ..... | 136 | 25 | 7 | 22 | ..... | 47 | 143 |
| One year to two years..... | ..... | 18 | 4 | ..... | 9 | ..... | 31 | ..... |
| Two years to three years..... | ..... | 8 | ..... | 4 | ..... | 1 | ..... | 13 |
| F. R. only..... | ..... | ..... | ..... | ..... | ..... | ..... | 28 | ..... |
| TOTAL..... | 1195 | 432 | 119 | 11 | 31 | 1 | 1391 | 426 |

* Suspension by department.

† Suspensions by magistrates.

Table 5

Financial Responsibility Suspensions Rescinded in 1950

| OFFENCE | F.R. Filed | Exp. or Cancelled | Total |
|--|---------------|----------------------|-------|
| Speeding..... | 35 | 5 | 40 |
| No driver's licence..... | 381 | 139 | 520 |
| Improper lights..... | 49 | 6 | 55 |
| Defective brakes..... | 170 | 25 | 195 |
| Improper turning, passing, signalling, stopping, etc., Sec. 41 H.T.A..... | 1,115 | 93 | 1,208 |
| Failure to report an accident..... | 140 | 33 | 173 |
| Careless driving..... | 3,109 | 801 | 3,910 |
| Reckless driving or dangerous driving..... | 289 | 226 | 515 |
| Leaving the scene of an accident..... | 433 | 146 | 579 |
| Drunk driving..... | 579 | 407 | 986 |
| Theft of motor vehicles..... | 24 | 150 | 174 |
| Criminal negligence..... | ..... | 2 | 2 |
| Motor manslaughter..... | 6 | 11 | 17 |
| Driving while licence suspended..... | 30 | 20 | 50 |
| Operating record..... | 3 | ..... | 3 |
| Other offences..... | 166 | 33 | 199 |
| Failure to satisfy judgment..... | 43 | 57 | 100 |
| Cancellation of proof of financial responsibility..... | 533 | 524 | 1,057 |
| TOTAL..... | 7,105 | 2,678 | 9,783 |

Included herein are suspensions applied prior to 1950.

Table 6
Suspensions Applied and the Number of Those Rescinded
Upon Filing of Proof of Financial Responsibility in 1950

| OFFENCE | Applied | Rescinded* | Percentage Rescinded |
|--|---------------|--------------|----------------------|
| Speeding | 55 | 26 | 47.3 |
| No driver's licence | 1,024 | 268 | 26.2 |
| Improper lights | 63 | 34 | 54.0 |
| Defective brakes | 273 | 118 | 43.2 |
| Improper turning, passing, signalling, stopping, etc., Sec. 41 H.T.A. | 1,571 | 926 | 58.9 |
| Failure to report accident | 263 | 95 | 36.1 |
| Careless driving | 5,538 | 2,245 | 40.5 |
| Reckless or dangerous driving | 700 | 139 | 19.9 |
| Leaving scene of an accident | 862 | 317 | 36.8 |
| Drunk driving | 1,817 | 281 | 15.5 |
| Theft of motor vehicles | 517 | 6 | 1.2 |
| Criminal negligence | 1 | | |
| Motor manslaughter | 18 | 4 | 22.2 |
| Driving while licence suspended | 207 | 17 | 8.2 |
| Operating record | 4 | 2 | 50.0 |
| Other offences | 247 | 131 | 53.0 |
| Failure to satisfy judgment | 514 | 18 | 3.5 |
| Cancellation of proof of financial responsibility | 1,559 | 456 | 29.2 |
| TOTAL | 15,233 | 5,083 | 33.4 |

*Includes only suspensions applied in 1950.

Statement No. I
Unsatisfied Judgment Fund

Period—January 1, 1950, to December 31, 1950

| PAYMENTS INTO FUND | PAYMENTS OUT OF FUND |
|--|---|
| Balance in Fund as of December 31, 1949 \$ 7,786.44 | To 263 judgments \$553,006.25 (driver and/or owner identified) |
| By fees at 50 cents 687,977.00 | To 35 judgments 118,798.81 (driver and/or owner unknown) |
| *By repayments to fund 23,260.10 | |
| \$719,023.54 | \$671,805.06 |
| | BALANCE IN FUND |
| \$719,023.54 | December 31, 1950 47,218.48 |
| | \$719,023.54 |

*Recovered from judgment debtors and repaid to fund.

Statement No. II
Unsatisfied Judgment Fund

Period—July 1, 1947 to December 31, 1950

| PAYMENTS INTO FUND | PAYMENTS OUT OF FUND |
|--|---|
| By fees at 50 cents \$1,318,125.00 | To 518 judgments \$1,090,775.04 (driver and/or owner identified) |
| *By repayments to fund 31,542.47 | To 70 judgments 211,673.95 (driver and/or owner unknown) |
| \$1,349,667.47 | \$1,302,448.99 |
| | BALANCE IN FUND |
| \$1,349,667.47 | December 31, 1950 47,218.48 |
| | \$1,349,667.47 |

*Recovered from judgment debtors and repaid to fund.

Report of the Public Vehicle Division

Comparative statistics for the five-year period, 1946 to 1950, and the percentage change, in 1950, from 1949, are shown in the following tables:

Number of Public Commercial Vehicle Operating Licences Issued

| CLASS OF LICENCE | 1946 | 1947 | 1948 | 1949 | 1950 | % Change |
|---------------------|-------|-------|-------|-------|-------|-------------|
| A..... | 259 | 275 | 256 | 255 | 246 | 3.5 D |
| B..... | 42 | 44 | 24 | 41 | 41 | ..... |
| C..... | 751 | 787 | 741 | 689 | 647 | 6.1 D |
| D..... | 248 | 269 | 295 | 316 | 357 | 13.0 I |
| E..... | 669 | 710 | 689 | 674 | 722 | 7.1 I |
| F..... | 1,923 | 2,049 | 2,289 | 2,474 | 2,552 | 3.1 I |
| FS..... | ..... | 104 | 182 | 278 | 315 | 13.3 I |
| H..... | 145 | 152 | 149 | 154 | 153 | 0.6 D |
| K..... | ..... | ..... | ..... | ..... | 58 | ..... |
| TOTAL..... | 4,037 | 4,390 | 4,643 | 4,881 | 5,091 | 4.3 I |

Number of Public Commercial Vehicles Licensed

| CLASS OF LICENCE | 1946 | 1947 | 1948 | 1949 | 1950 | % Change |
|---------------------|-------|--------|--------|--------|--------|-------------|
| A..... | 3,701 | 4,027 | 4,390 | 4,861 | 5,605 | 15.3 I |
| B..... | 57 | 53 | 66 | 67 | 69 | 3.0 I |
| C..... | 1,673 | 1,834 | 1,860 | 1,868 | 1,997 | 6.9 I |
| D..... | 712 | 922 | 1,026 | 1,181 | 1,515 | 28.3 I |
| E..... | 862 | 881 | 921 | 945 | 975 | 3.2 I |
| F..... | 2,383 | 2,926 | 3,026 | 3,277 | 3,489 | 6.5 I |
| FS..... | ..... | 120 | 278 | 395 | 451 | 14.2 I |
| H..... | 422 | 464 | 495 | 508 | 563 | 10.8 I |
| K..... | ..... | ..... | ..... | ..... | 118 | ..... |
| TOTAL..... | 9,810 | 11,227 | 12,062 | 13,102 | 14,782 | 12.8 I |

Public Vehicle Operators Licensed

| | 1946 | 1947 | 1948 | 1949 | 1950 | % Change |
|-----------------------------|------|------|-------|-------|-------|-------------|
| P.V. licences..... | 198 | 217 | 217 | 226 | 227 | 0.4 I |
| P.V. (school) licences..... | 549 | 752 | 906 | 1,033 | 1,177 | 13.9 I |
| TOTAL..... | 747 | 969 | 1,123 | 1,259 | 1,404 | 11.5 I |

Public Vehicles Licensed

| | 1946 | 1947 | 1948 | 1949 | 1950 | % Change |
|-----------------------------|-------|-------|-------|-------|-------|-------------|
| P.V. Licensed..... | 1,986 | 2,405 | 2,500 | 2,682 | 2,754 | 2.7 I |
| P.V. (school) licensed..... | 582 | 912 | 1,138 | 1,320 | 1,409 | 6.7 I |
| TOTAL..... | 2,568 | 3,317 | 3,638 | 4,002 | 4,163 | 4.0 I |

The large increase in the number of school vehicles in use in recent years has resulted in a corresponding increase in the volume of inspections carried on by the inspectors of this division. Their inspections cover brakes, tires, horn, windshield wipers, fire extinguishers, doors, exits, and a written notice of defects or deficiencies is given to the operator who is required to notify the Department that the necessary corrections have been made, before the vehicle may be operated. Major mechanical repairs must receive approval of the Ontario Provincial Police.

During 1950 there were no significant changes made in the Public Vehicle or Public Commercial Vehicle Acts or Regulations.

In 1949, a Class "K" P.C.V. operator's licence was introduced but no Class "K" licences were issued. This class of licence, shown in the foregoing tables, authorizes the licensee to transport heavy machinery (boilers, transformers and similar equipment), which requires special loading devices and which cannot be carried on a standard truck, trailer or semi-trailer.

During the fiscal year ending March 31, 1951, the total revenue of this division amounted to \$1,200,764.53.

Annual Report
1951/52



Physical &
Applied Sci.
Serials

Annual report

OF THE

Department of Highways

OF

ONTARIO



For the fiscal year ending March 31st

1952

Printed by Order of The Legislative Assembly of Ontario
SESSIONAL PAPER NO. 32

TORONTO

Printed and Published by Baptist Johnston, Printer to the Queen's Most Excellent Majesty

1952

ANNUAL REPORT

OF THE

Department of Highways

ONTARIO

FOR THE FISCAL YEAR ENDING MARCH 31st

1952

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

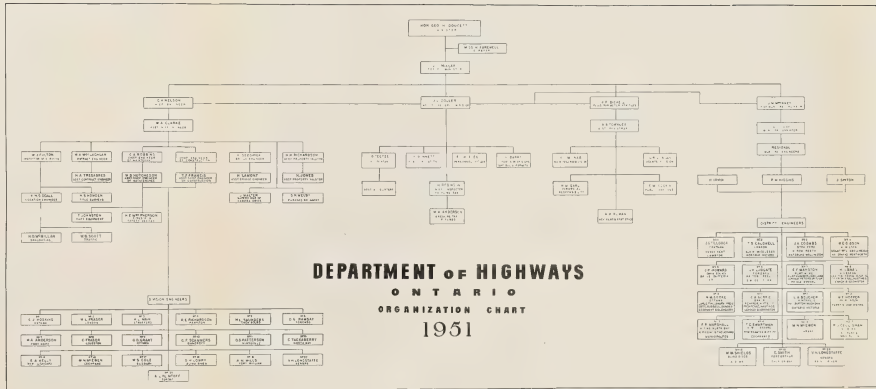
SESSIONAL PAPER No. 32



ONTARIO

TORONTO

Printed and Published by Baptist Johnston, Printer to the Queen's Most Excellent Majesty
1952



DEPARTMENT OF HIGHWAYS
ONTARIO
ORGANIZATION CHART
1951

CONTENTS

| | Page |
|---|------|
| Highways of Ontario, by J. D. Millar, Deputy Minister..... | 6 |
| Report of the Highways Accountant, by L. B. Teetzel, Accountant..... | 8 |
| Report of the Gasoline Tax Branch, by J. H. Robinson, Chief Inspector of Gasoline Tax... | 9 |
| Report of the Sign and Building Permits Branch, by H. Barry, Supervisor..... | 10 |
| Report of King's Highway Operation, by C. H. Nelson, Chief Engineer..... | 11 |
| Report of the Bridge Branch, by A. Sedgwick..... | 14 |
| Report of the Equipment Branch, by T. Johnston..... | 15 |
| Report of the Materials Testing Branch, by J. Walter..... | 17 |
| Report of the Forestry and Safety Devices, by H. E. Macpherson..... | 20 |
| Report of the Surveys Branch, by W. J. Fulton..... | 22 |
| Report on Construction of the Trans-Canada Highway..... | 31 |
| Highway Division Office Reports..... | 32 |
| Report on Municipal Roads, by J. M. MacInnes, Chief Municipal Engineer..... | 96 |
| Summary of Rural Road Improvements by District..... | 106 |
| Report of the Public Relations Branch, by C. M. Bennett..... | 124 |
| Appendices: | |
| 1. Department Expenditure on King's Highways, Development Roads, Roads in Un- incorporated Townships, etc., by Counties and Districts..... | 125 |
| 2. Department Expenditure by Roads..... | 144 |
| 3. Schedule of Assumptions and Revisions of Sections of the King's Highways..... | 147 |
| 4. Bridges Completed during 1951..... | 150 |
| 5. Growth of County Road Expenditures and Provincial Grants..... | 154 |
| 6. County Road Mileages and Expenditures..... | 155 |
| 7. Summary of County Road Expenditures..... | 156 |
| 8. Summary of Road Expenditures in Organized Townships..... | 158 |
| 9. Mileage of Road Surfaces (County and Organized Townships)..... | 160 |
| 10. Summary of Expenditures on Urban Streets..... | 162 |
| 11. Mileages of the King's Highways in Ontario..... | 163 |
| 12. Mileage of Urban Road Surfaces (Roads under local authority)..... | 164 |
| Report of the Motor Vehicles Branch, by J. P. Bickell..... | 165 |

TO THE HONOURABLE LOUIS ORVILLE BREITHAUP,
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:—

The undersigned has the honour to transmit the Annual Report of the Department of Highways, Ontario, for the fiscal year ending March 31st, 1952.

Respectfully submitted,

Geo. H. Doucett,
Minister of Highways.

Department of Highways, Ontario,
Toronto, April 2, 1952.

TO THE HONOURABLE GEO. H. DOUCETT,
Minister of Highways, Ontario.

SIR:—

I have the honour to present herewith Report on the activities of the Department of Highways for the Fiscal Year ended 31st March, 1952.

The report covers operations and functions performed by the various branches, including King's Highways, Municipal Roads, Bridge Construction, Accounting, Gasoline Tax and Motor Vehicles.

I have the honour to be, Sir,

Your Obedient Servant,

J. D. Millar,
Deputy Minister.

Department of Highways, Ontario,
Toronto, April 2, 1952.

HIGHWAYS OF ONTARIO

J. D. Millar, Deputy Minister.

In the period covered by this Report for the fiscal year ending March 31, 1952, the expenditure by the Province for construction and maintenance of the King's Highways, financial assistance to the municipalities, etc., totalled approximately \$104,000,000., an increase of \$20,000,000. over the previous year. In addition to this amount, \$5,000,000., constituting the year's contribution by the Federal Government on the Trans-Canada Highway, was also expended, making a total of \$109,000,000. Receipts from all sources totalled approximately \$93,500,000., an increase of \$9,000,000. over the previous year. The excess of \$10,500,000. of net expenditure over revenue has been met by funds from the Provincial Treasury in accordance with the plan approved by the Legislature in 1949 to meet unprecedented demands for highway expansion.

The extent of these demands is indicated in the report of the Motor Vehicles Branch that, since 1942, registrations have risen from 715,380 to 1,205,099, an increase of 68.4 percent, while motor vehicle travel based upon gasoline consumption figures has increased 124.1 percent. With one vehicle now registered for every four of population in the Province, it has been stated that every resident, without overcrowding as to vehicles, could be on the highways at the same time. When nearly one and a quarter million Ontario vehicles are joined by an estimated five million vehicles from outside the Province during the summer vacation period, the need for expansion of the highway system is readily apparent.

As will be noted in the report of the Chief Engineer, an additional 266 miles of bituminous hot-mix pavement, 20 miles of concrete and 128 miles of bituminous road-mix pavement, or a total 414 miles of improved driving surface, was laid on gravel roads throughout the Province. Continuing the programme of improving old pavements, some 256 miles of hot-mix resurfacing was carried out. Steady progress was made on the Trans-Canada Highway and other major projects started in previous years. In northwestern Ontario contracts were awarded for the construction of 72.5 miles of new highway giving outlet from the mining town of Atikokan to the lakehead. During the year particular stress was laid on traffic surveys in the densely populated areas of southern Ontario to determine future highway locations. Maintenance practice, especially in reporting winter road conditions, was improved.

The report of the Municipal Roads Branch shows that subsidies in aid of Municipal Road improvement totalled \$24,534,000. as compared with \$20,692,000. in 1950 and \$20,130,000. in 1949. Of particular interest under the supervision of this Branch are the 108 Development Road projects on which a total of \$1,628,820. was expended.

It will be noted that the Unsatisfied Judgement Fund with revenue of \$790,000. and payments of \$982,000. on the basis of a fifty cent yearly contribution by the motorists is falling some \$200,000. short of meeting claims. As provided in the legislation, the contributions to the Fund may be increased during the coming year if necessary. It is hoped however that a balance is being reached whereby an increased number of insured vehicles will offset increased claims.

The report of the Motor Vehicles Branch showing a total of 949 fatalities during the year as compared with 791 in 1950 is the most discouraging of several years. Unsettled world conditions, the threat of war and increased traffic on streets and highways have made a record which is the cause of grave concern. Public spirited citizens have given unstintingly of their time and talent in the work of accident prevention. Co-ordinating the efforts of various organizations attempting to stem the rising accident toll and directing the Safety Campaign of the Department, the Honourable George H. Doucett for many years has been one of the leaders in the drive for safe highways. The staff of the Department and the citizens of the Province were shocked to learn on November 8, 1951, that the Minister himself had been cut down in a motor vehicle accident. In the months of his convalescence the writer wishes to express the sincere hope that he will be restored to full health and vigor to carry on the crusade against carelessness.

REPORT OF THE HIGHWAYS ACCOUNTANT

By L. B. Teetzel, Chief Accountant

The following is a summary of the Receipts and Disbursements of the Department of Highways for the fiscal year, April 1, 1951 to March 31, 1952:

Receipts

| | |
|--------------------------------|------------------------|
| Gasoline Tax Branch..... | \$ 71,429,442.02 |
| Motor Vehicles Branch..... | 21,222,202.89 |
| Unsatisfied Judgment Fund..... | 790,069.77 |
| Miscellaneous..... | 84,848.59 |
| | <u>\$93,526,563.27</u> |

Disbursements

| | |
|---|-------------------------|
| King's Highways..... | \$62,830,883.97 |
| Sidewalks..... | 29,511.81 |
| Connecting Links..... | 265,703.35 |
| Development Roads..... | 7,139,124.14 |
| Development Roads, Part VI (H.I.A.)..... | 1,628,821.26 |
| Unincorporated Townships..... | 728,172.38 |
| Stock (materials, etc.)*..... | 873,769.95 |
| Lands and Buildings..... | 1,193,814.18 |
| Weigh Scales..... | 43,115.39 |
| Road Equipment..... | 2,008,129.90 |
| Division Office and General Engineering..... | 1,992,675.62 |
| Traffic Census..... | 49,606.07 |
| Forestry..... | 79,996.60 |
| Dominion Government Repayments..... | Cr. 5,023,506.78 |
| (re: Trans-Canada Highway) | |
| Net General Expense..... | 739,152.38 |
| | <u>\$74,578,970.22</u> |
| Subsidies in aid of County Roads..... | \$ 8,058,376.21 |
| Subsidies in aid of Township Roads..... | 10,544,324.37 |
| Subsidies in aid of Cities, Towns and Villages..... | 5,931,088.54 |
| | <u>\$24,533,789.12</u> |
| Unsatisfied Judgment Fund..... | 982,399.57 |
| Administration, etc..... | 3,904,484.02 |
| | <u>\$103,999,642.93</u> |

*Inventories March 31, 1952—\$3,707,958.42
Inventories March 31, 1951— 2,834,188.47

Increase in stock..... \$ 873,769.95

The following statement shows expenditures on the Trans-Canada Highway since the signing of the Trans-Canada Highway agreement with the Federal Government on April 24, 1950, and the refunds received from the Federal Government since that date to March 31, 1952:

| | Refunded by Federal Government | Expended by Department |
|---|--------------------------------------|---------------------------|
| Expenditure to March 31, 1951..... | | \$ 7,043,559.23 |
| Refunded by Federal Government to March 31, 1951..... | \$2,749,328.63 | |
| Expenditure to March 31, 1952..... | | 8,242,800.65 |
| Refunded by Federal Government to March 31, 1952..... | 3,453,866.43 | |
| Refunded by Federal Government on account of work performed prior to April 24, 1950..... | 1,569,640.35 | |
| Further claim awaiting audit at March 31, 1952..... | 381,737.74 | |
| Totals..... | <u>\$8,154,573.15</u> | <u>\$15,286,359.88</u> |
| Less estimated refunds as at March 31, 1952..... | | 8,154,573.15 |
| Net estimated expenditure by Department of Highways to March 31, 1952..... | | <u>\$ 7,131,786.73</u> |

REPORT OF GASOLINE TAX BRANCH

By J. H. Robinson, Chief Inspector Gasoline Tax

The following data is respectfully submitted for the fiscal year 1951-52:

GROSS REVENUE

| | |
|---|-----------------------|
| Receipts from Vendors under Agreement | \$82,776,672.61 |
| Receipts from Importers | 185,687.76 |
| Receipts re consumption of propane | 1,357.32 |
| Receipts re consumption of fuel oil | 880,407.67 |
| Receipts re miscellaneous items | 25,281.03 |
| Tax recovered re bad debt deductions | 2,243.39 |
| | <hr/> \$83,871,649.78 |

REFUNDS

| | Per Cent | Number of Claims | Value |
|----------------------------|-------------|---------------------|-----------------------|
| American | 0.6 | 1,427 | \$ 78,459.55 |
| Aviation | 8.3 | 775 | 1,031,502.91 |
| Cities and Towns | 0.1 | 152 | 15,345.65 |
| Cleaning | 2.0 | 1,666 | 248,698.01 |
| Commercial Fishing | 0.7 | 1,395 | 84,802.04 |
| Contracting | 2.7 | 1,248 | 341,132.71 |
| Farming | 58.2 | 154,231 | 7,265,906.40 |
| Government of Canada | 0.2 | 109 | 24,224.39 |
| Industrial | 3.5 | 3,382 | 435,007.86 |
| Lumbering | 1.3 | 379 | 159,143.84 |
| Manufacturing | 14.7 | 3,048 | 1,836,274.76 |
| Mining | 0.6 | 229 | 75,782.76 |
| Miscellaneous | 0.6 | 1,676 | 83,265.20 |
| Motor Boats | 0.7 | 5,255 | 82,181.29 |
| Pulp and Paper | 2.5 | 252 | 307,599.71 |
| Public Utilities | 0.5 | 118 | 67,074.65 |
| Railways | 0.8 | 86 | 95,831.87 |
| Stationary Engines | 0.9 | 2,254 | 116,702.86 |
| Tourist Camps | 1.1 | 1,486 | 140,653.11 |
| | | <hr/> 179,168 | <hr/> \$12,489,589.57 |

NET REVENUE FROM GASOLINE TAX \$71,382,060.21

GASOLINE HANDLING LICENCES

| | Number Issued for the Calendar Year 1951 | |
|--------------------|--|-------------------|
| Agents | 2 | \$ 50.00 |
| Importers | 48 | 50.00 |
| Mixers | 150 | 151.00 |
| Refiners | 8 | 8.00 |
| Transporters | 2,369 | 2,379.00 |
| Wholesalers | 779 | 3,770.00 |
| Retailers | 13,469 | 0 |
| | | <hr/> \$ 6,408.00 |

GASOLINE PUMP PERMITS

| | Number of pumps covered by permit for the Calendar Year 1951 | |
|-------------------|--|--------------|
| \$25.00 fee | 345 | |
| \$ 5.00 fee | 7,988 | \$ 40,936.00 |

MISCELLANEOUS REVENUE 37.81

TOTAL NET REVENUE \$71,429,442.02

| | Increase over previous fiscal year |
|--|---------------------------------------|
| Gross revenue | 10.3% |
| Net revenue | 9.8% |
| Tax refunded | 13.5% |
| Tax paid on 760,332,949 gallons | 9.4% |
| Tax refunded on 113,541,976 gallons | 13.4% |
| Fuel oil—Tax paid on 8,027,486 gallons | 28.5% |
| Propane—Sept. 1951—March 1952 | |
| Tax paid on 14,316 gallons | |

REPORT OF THE SIGN AND BUILDING PERMITS BRANCH
By H. Barry, Supervisor

I have the pleasure to submit the following 1951-52 Fiscal Year Report.

BUILDING PERMITS

| | |
|-------------------------------|-----------------|
| Number of Permits Issued..... | 3,151 |
| Valuation of Buildings..... | \$27,040,260.00 |

SIGN LICENCES

| | |
|-----------------------------------|--------------|
| Licences Issued—\$15.00..... | 407 |
| Licences Issued— 7.50..... | 1,460 |
| Licences Issued— 1.00..... | 1,156 |
| Licences Issued— 30.00..... | 64 |
| Licences Issued— 15.00..... | 86 |
| Licences Issued— 2.00..... | 13 |
| 1951-52 Fiscal Year Receipts..... | \$ 28,152.00 |

Licence fees received, as indicated above, coincide with the Treasury Department Receipts for the Fiscal Year 1951-52.

Sign Licences and Building Permits are the issue as of the Calendar Year, January 1 to December 31, 1951.

Annual Report

KING'S HIGHWAY OPERATIONS

C. H. Nelson, Chief Engineer

A review of the work performed in the fiscal year 1951-52 by the various Divisions and Branches of the Engineering section of the Department of Highways, indicates that the past year was extremely busy in both construction and maintenance. In fact, the magnitude of the work was such that by the year's end the total cost of construction and maintenance was the highest in the history of the Department. The very heavy amount of work accounting for this expenditure was carried out in spite of an acute shortage of materials which persisted to the end of the year.

In the construction programme for the year, good progress was made in bringing closer to completion work on major projects begun in previous years. In addition, the work of rebuilding many sections of old highways in the Department's trunk highway system went on steadily.

The completion of the important Toronto-Barrie controlled access highway was brought closer to realization with the finishing of two concrete paving contracts, awarded in 1950-51, covering 9.3 miles from Toronto northerly and the awarding of seven bituminous hot mix paving contracts extending the paving to Barrie. A fine start was made this past fall in the hot mix work before bad weather forced a shutdown of operations. However, the road was opened to traffic on the east lane, on a primed surface, on September 6 and the west lane was opened on a base course on December 1, and traffic maintained throughout the winter, from this date, on one lane. In 1951-52, five structures were completed on the Toronto-Barrie Highway.

Substantial progress was made during the year in the construction of the Trans-Canada Highway begun in 1950-51. In all, there were 42 new construction contracts on the Highway, of which 31 were carried over from the previous year and 11 awarded during the year. Of the 11 new awards, 4 were grading and culvert contracts covering 16.8 miles, 4 were combined grading and culvert and bituminous hot mix paving, covering 28.3 miles, 1 contract covered 12.0 miles of bituminous hot mix paving only and there were 2 bridge contracts. The bulk of the work was concentrated in five locations; east of Ottawa to Plantagenet, north and south of the French River, Sudbury to Blind River, Marathon to Jackfish Lake and east of English River to east of Dryden.

By the end of the year, 75 miles of grading, 29 miles of hot mix bituminous paving were completed and five permanent bridges constructed, to Trans-Canada Highway standards and specifications. In addition, three important temporary bridges, which are expected to be in use for some time, were built.

Work on the grading of the Barrie By-pass continued and by year's end was 85% complete, with 4 structures finished in the year's work. This section of highway is of great importance, eliminating as it will, one of the worst bottlenecks in the Province.

On the Toronto By-pass, often referred to as the Interceptor Road, heavy work was carried out in grading and the building of necessary structures, of which five were finished during the year. At the end of the year, this By-pass was also approximately 85% complete.

Work on the section of the Windsor to Quebec Boundary Highway, east of Oshawa and east of Windsor, which began in 1950-51, was continued. On the Oshawa easterly portion there was possibly 30% of the work still to be done at the close of the year. East of Windsor the work was not quite as far advanced, with 40% completed at the end of 1951-52.

A major undertaking commenced during the year, was the Atikokan-Shebandowan Highway, covering 72.5 miles of exceedingly rough country with many water crossings. Four grading and culvert contracts and three clearing contracts were awarded late in the year and work was begun in the winter season.

In addition to the major projects mentioned above, there were numerous grading, culvert and granular base, paving and resurfacing contracts in force for the rebuilding and improving of sections of older highways. Safety is the by-word of the Department at all times and to this end a great deal of work was done in flattening sharp curves and in improving horizontal and vertical vision.

During 1951-52, grading and culvert construction and gravelling were carried out on 626 miles of Highways, Secondary, Development and Mining Roads. Granular base course was placed on Highways, Secondary, Development and Mining Roads, for a distance of 634.78 miles. Bituminous hot mix pavement was laid on 266.18 miles of Highways and Secondary Roads, and bituminous hot mix resurfacing of old pavement was carried out for a distance of 256.10 miles on Highways and Secondary Roads. Prime dust layer was applied to 1,672.62 miles of gravel surface on Highways, Secondary Roads and Development Roads. Bituminous road mix mulch and bituminous cold mix surfacing were laid on Highways and Secondary Roads for distances of 95.71 and 32.55 miles respectively. Concrete pavement, 22 feet in width, was laid for 19.6 miles. Old pavements for a distance of 412.79 miles received surface treatment.

The severe shortage of steel was reflected in the bridge construction of the Department. The steel supply limited the calling of tenders for only 16 new bridges, this past year, of which 10 were largely of timber. In all 62 bridges were completed during the year, but of these 43 were built under contracts awarded in previous years. During this period of steel shortage, Bailey Bridges have proven very valuable in providing temporary river crossings until such time as steel is available for permanent structures. The construction of culverts has also been seriously affected by the lack of reinforcing steel, and in the northern part of the Province, culverts were built in 1951-52 of creosoted timber, rather than reinforced concrete.

The benefits to construction and maintenance work, through the investigations and testing of materials by the Soils Branch in the past few years, are now being realized in the manner in which paving and grading work is standing up to the ever-increasing traffic volume of to-day. This work continues to be expanded as far as the limitations of staff will permit. During the past year important research work was performed in the laboratory and the routine field and testing work carried out. Despite a shortage of experienced engineers, the Soils Branch was able to carry out its heavy programme in a satisfactory manner.

The Equipment Branch carried on normal operations. Considerable new equipment was purchased and distributed. The supervisory and advisory work of the Branch in the Divisions continued very satisfactorily.

The Surveys Branch has experienced one of its busiest years in the year just past. In addition to the regular title and location surveys there was a large

amount of traffic survey work, in which considerable importance has been placed in recent years. Particular attention was paid to channelization studies, of which 17 were made in 1951-52. Origin-destination surveys were continued, as were traffic volume counts. The latter have shown that traffic volume in general increased this year approximately 12% over the preceding year 1950-51. Of special importance was the accident prevention work of the Surveys Branch, through which locations dangerous to safe travel are determined, after which spot maps showing these locations are forwarded to the Divisions for investigation and attention with a view to correcting or eliminating these dangerous locations.

In the Forestry and Safety Device Branch, the usual routine work was performed. Trees and shrubs totalling 54,810 were planted for the purpose of beautifying our highways. Over 5,613.8 miles of highways were zone painted. There were 7 new traffic signals and 6 new flashing lights installed by the Department. At the Dorchester Road Cloverleaf at Niagara Falls, a major piece of work carried out was the installation of 42 overhead lights.

Safety in highway travel was aided by the placing of 7 flashing lights at dangerous railway crossings.

Normal maintenance was carried out on 7,813.28 miles of King's Highways, on 2,709.75 miles of Secondary Roads and on 46.2 miles of Development Roads. Efficiency in maintenance has reached a high standard, both in summer and winter operations and reflects a good deal of credit on the Division staffs.

In roadside maintenance, effective results were obtained, in general, in weed spraying and in the continuance of the new method for germinating grass on new slopes, by spraying a light cover of bitumen over the seeded area and covering with straw.

Although the past winter in most sections of the Province was what might be termed average, there was plenty of opportunity for testing new winter maintenance equipment. In particular, a new type of sand and chemical spreader gave very satisfactory results, wherever used, through speedier operation and better control of material as compared to older types of spreaders. The use of 24-hour patrols and teletype service in the Divisions, has aided in bringing about more efficient winter maintenance, and also in keeping the public informed almost hour by hour.

The amount of sand and chemical used in skidproofing and de-icing this past year was substantial; a total of 557,310 tons of sand and 89,108.65 tons of chemicals were applied to the King's Highways. It has given the Department a great deal of satisfaction to be able to keep the roads bare, for the most part, during the winter months. To prevent snow drifting at vulnerable locations there were 1,731.17 miles of snow fence erected and there were 6.88 miles of snow hedge planted in 1951-52, making in all a total of 83.27 miles of snow hedge on the King's Highways.

Roadside parks and roadside picnic places have proven very popular with the travelling public and the Department is continuing to add to the number of tables and benches in such locations. There are now a total of 2,071 tables and benches placed in Department parks and picnic places, of which 341 were added in 1951-52.

During the year, there were 32 buildings erected by the Department, including such types of building as Division garage, Division paint shop, Patrol garage, Patrol storage building for chemicals and other materials, and storage building for equipment. The buildings constructed by the Department were of

a high standard, fire-proofed as much as possible and heated and equipped with electric lighting wherever this could be done.

A summary of the work done in 1951-52 follows below:

CLASS OF WORK

| | |
|---|-------------------|
| Grading and culverts, and gravelling for..... | 691.55 miles |
| Granular base placed on..... | 647.92 miles |
| Number of bridges built..... | 62 |
| Concrete pavement built (22 feet wide)..... | 19.6 miles |
| Concrete base, asphaltic top..... | nil |
| Bituminous hot mix pavement..... | 266.18 miles |
| Bituminous road mix mulch surface..... | 95.71 miles |
| Bituminous cold mix surface..... | 32.55 miles |
| Bituminous resurfacing of old pavements..... | 256.10 miles |
| Bituminous surface treatment..... | 412.79 miles |
| Bituminous prime on gravel surfaces..... | 1,709.42 miles |
| Calcium dust layer on gravel surfaces..... | 7,538.70 tons |
| for de-icing roads..... | 1,818.35 tons |
| Salt used for de-icing roads..... | 87,290.30 tons |
| Crushed gravel and stone..... | 2,586,052.47 tons |
| Right-of-way fences erected..... | 503.76 miles |
| Snow fences erected, dismantled and stored..... | 1,731.17 miles |
| Sand for winter maintenance..... | 557,310.00 tons |
| Roads snow-plowed and kept open..... | 11,232.64 miles |
| Equipment storage houses erected, including salt storage, total number..... | 218 |
| Number added in 1951..... | 32 |
| Shrubs received from D.H.O. nursery at Midhurst, total number..... | 23,125 |
| Other nurseries, number..... | 31,685 |
| Maintenance of roadside picnic places, total number..... | 823 |
| Number added in 1951..... | 89 |
| Maintenance of tables and benches in roadside places, total number..... | 1,360 |
| Number added in 1951..... | 92 |
| Maintenance of tables and benches in off-road parks, total number..... | 711 |
| Number added in 1951..... | 249 |
| Maintenance of off-road areas..... | 1,619.16 acres |
| Maintenance of snow hedges planted to date (not including added this year)..... | 76.39 miles |
| Snow hedges added in 1951..... | 6.88 miles |
| Routine maintenance on King's Highways..... | 7,813.28 miles |
| Routine maintenance on Secondary Roads..... | 2,709.75 miles |
| Routine maintenance on Development Roads..... | 46.20 miles |
| Development Roads built..... | 110.90 miles |
| Mining Roads built..... | 5.00 miles |
| Maintenance of scale houses, total number..... | 29 |
| Number added in 1951..... | nil |

BRIDGE BRANCH

Bridge construction completed by the Department in 1951 totalled 6,113 lineal feet, of which the more important are listed as follows:

UNDERPASSES ON TORONTO-BARRIE HIGHWAY

Innisfil Township underpass.
Sunnidale Road underpass.
Bayfield St. underpass, Barrie.

OVERPASSES ON TORONTO-BARRIE HIGHWAY

Duckworth St., in Barrie.
Innisfil between Concessions XI and XII.
Innisfil between Concessions V and VI.
Gwillimbury between Concessions VIII and IX.
Vaughan between Lots 30/31, Concession V.
Crown Hill at Highway No. 93.

UNDERPASSES ON TORONTO BY-PASS HIGHWAY

Keele Street.

OVERPASSES ON TORONTO BY-PASS HIGHWAY

Bathurst St.

Wilson Ave.

Wadsworth Crescent.

Canadian National Railway Overhead, North York Township.

OTHER CONSTRUCTION

Christina St. Underpass on Highway No. 7 at Sarnia.

Black Creek Bridge, Highway No. 54.

Big Jocko River Bridge, Highway No. 63.

Bowmanville Creek Bridge, Highway No. 2A.

Etobicoke Creek Bridge, Highway No. 7 at Summerville.

Farewell Creek Bridge, Highway No. 2A.

Fairchild Creek Bridge, Highway No. 2.

North Branch Creek Bridge, Highway No. 60.

Little River Bridge, Highway No. 39.

Puce River Bridge, Highway No. 39.

Opasatika River Bridge, Highway No. 11, Kapuskasing to Hearst.

Otonabee River Bridge, Highway No. 36, South of Bobcaygeon.

Pine River Bridge, Highway No. 61.

Robbins Bridge, Highway No. 62.

Snake River Bridge, Development Road No. 14.

Watabeag River Bridge, Highway No. 11, between Matheson and Porquois Junction.

White Clay River Bridge, Highway No. 11, between Kenogami and Matheson.

Key River Bridge, Highway 69.

Nepewassi River Bridge, Secondary Road Hagar to St. Charles.

Bailey bridges were erected as temporary structures over Pickerel River, French River and Muskoka River on Highway No. 69, and a Bailey bridge was erected over Wabigoon River on the Quibell Road between Quibell and Red Lake Road.

A number of timber bridges were also constructed in Northern Ontario.

In addition to the bridge construction carried out directly by the Department, the usual large number of plans for Municipal bridges and culverts were examined and approved by the Bridge Engineer.

EQUIPMENT BRANCH

During the Fiscal Year 1951-52, the Equipment Branch supervised the repair, maintenance and operation of the following units owned by the Department of Highways:

| | |
|----------------------------|---------------------------|
| 1,001 trucks | 174 emulsion distributors |
| 299 power graders | 35 leaning wheel graders |
| 391 tractors | 53 rollers |
| 5 tractor-compressors | 27 cement mixers |
| 22 loaders, self-propelled | 16 pulvi-mixers |

2 eductors
3 gradalls
81 compressors

2 conveyors
22 bituminous mixers

New Equipment Purchased from April 1, 1951, to March 31, 1952

The following new and replacement equipment was purchased and distributed to the various Divisions:

| | |
|---------------------------------|------------------------------|
| 167 trucks | 3 steam heat boilers |
| 2 gradalls | 1 pulvi-mixer |
| 14 salt and sand spreader units | 1 bituminous tank car heater |
| 44 power graders | 1 road sweeper |
| 60 tractors | 5 arc welders |
| 7 loaders | 10 emulsion distributors |
| 12 compressors | 101 sand spreaders |
| 1 leaning wheel grader | 44 snow plows |
| 1 earth borer | 4 weed sprayers |
| 4 rollers | 1 moto zone patcher |
| 4 portable aggregate dryers | 2 cement mixers |
| 2 conveyors | 1 platform scale |
| 2 eductors | 2 zone line markers |

Machines Manufactured and Repaired by Equipment Branch at Sheppard Avenue, April 1, 1951, to March 31, 1952

Making peat samplers, various bushings and shafts.

Making moulds, ram for moulds, new cutting edges for earth borer.



Interior of new Lambeth garage, No. 2 Highway

Making heater boxes, stand for instrument testing.
 Making table for Saltzman machine.
 Building two zone strippers (Nos. 9 and 10).
 Rebuilding zone stripper (No. 2).

Special activities of the Equipment Branch during the year included: the supervision of equipping new Department garages; assisting in improving stock-keeping systems; initiating a preventive maintenance experiment; designing a radio-telephone system suitable for Department of Highways' use; assisting in the development of large sand and salt spreaders; developing special blue winter maintenance warning light; supervising obsolete equipment sales; equipment operator's handbook written; writing all tests and instruction data for safe driving campaign; training division equipment instructors in the promotion of safety, equipment operation, equipment maintenance, and personnel records. Further schools for instructors are anticipated in the near future.

MATERIALS TESTING BRANCH

The activities of the Division during the past year included extensive work in construction, research, and miscellaneous and special testing. In addition, various schools of instruction were held.

A three-day school was held for Assistant Division Engineers (Construction) where the latest specifications were thoroughly reviewed and the reasons for specification changes discussed. A thorough discussion of all phases of highway construction was held. This effected an exchange of ideas on the best methods of layout and control to achieve the high standard of work aspired to in the specifications.

Two schools of instruction of four days' duration were held for asphalt inspectors from the central pool and the various Divisions in the Province. The total attendance of inspectors at these two schools was about 90.

Senior personnel from the Division were sent out to assist all the Divisions in conducting schools for their engineering personnel. Instruction was given in soils, granular materials, construction practice, and in special problems such as compaction control and frost heaving. The instruction consisted of lectures and photographic slide illustrations, and was enthusiastically received by those attending the meeting. The total attendance at these Division meetings amounted to about 300 persons. This form of school held at Division points enabled the attendance of a large group of personnel who would have been unable to attend central schools held in Toronto. This type of school may be adopted to get instruction to a greater number of Department personnel in the future.

A summary of the work being done by this Division follows:

A—SOILS SECTION

The ten field engineers of this section were active during the year, covering most of the construction projects, particularly in Southern Ontario. Their work involved close liaison with Construction and Resident Engineers in the selection of materials and control of operations. A breakdown of the work covered follows:

| | |
|--|-----------|
| (1) detailed soil surveys..... | 201 miles |
| (2) reconnaissance soil surveys..... | 321 " |
| (3) highway performance surveys..... | 2,032 " |
| (4) detailed supervision of construction projects..... | 891 " |

| | |
|---|-----------|
| (5) occasional supervision of construction projects..... | 150 miles |
| (6) preparation of construction profiles showing material distribution and subgrade treatment..... | 758 “ |
| (7) subgrade checks (hand and power auger)..... | 650 “ |
| (8) granular base course pits investigated and sampled.... | 462 |
| (9) earth borrow pits investigated and sampled..... | 151 |
| (10) soil samples tested (Sheppard Avenue and London laboratories)..... | 2,433 |
| (11) sand cushion samples tested (Sheppard Avenue and London)..... | 208 |

B—AGGREGATE SECTION

The following routine and check tests were carried out:

| | |
|--|-------|
| Routine aggregate samples..... | 1,138 |
| Granular base course samples..... | 1,264 |
| Granular inventory samples..... | 201 |
| Petrographic analysis of coarse aggregate..... | 757 |

Most of the aggregate tests were performed at the Sheppard Avenue Laboratory, but during the construction season a few were tested at the London District Laboratory.

C—CONCRETE SECTION

Routine supervision of materials on all concrete structures was carried out.

The routine concrete tests done were:

| | |
|--|-------|
| Compression tests on concrete cylinders..... | 2,110 |
|--|-------|

D—BITUMINOUS SECTION

The work of this section during the year was quite extensive. The central pool of Bituminous Inspectors was used to aid Divisions in maintaining routine supervision and inspection of all contracts. With the large programme of work in Bituminous Paving and Bituminous Resurfacing, this section was kept on a very busy schedule.

The following tests were made by the Bituminous Section:

| | |
|-------------------------------------|-------|
| Routine bituminous samples..... | 2,585 |
| Tests to check paving mixtures..... | 750 |

E—MISCELLANEOUS MATERIALS TESTING SECTION

While the volume of testing in this section is not as great as in some others, it is necessary to devise test procedures and construct equipment to perform the tests. Some of the materials tested are as follows:

(1) REFLECTORIZED TRAFFIC PAINT.

36 paint samples from 16 manufacturers were received and tested. Road performance tests on both concrete and bituminous surfaces were conducted. Size gradation tests of the traffic paint beads, and microscopic study for quality were also conducted.

(2) ROCK SALTS.

Tests for gradation and chemical composition were conducted. The size of particles and impurities in the salt affect the caking problems.

(3) CONCRETE PIPE AND BUILDING BLOCKS.

(4) ICE CONTROL SAND.



Department of Highways bituminous hot mix plant 14 miles west of Geraldton

(5) BITUMINOUS ADDITIVES.

Four commercial additives were investigated for the purpose of determining their benefits in bituminous pavements.

F—RESEARCH

The following research projects were carried on during the past year:

(1) SUPPORTING VALUE OF HIGHWAY PAVEMENTS AND SUBGRADES.

Further work was done in obtaining data on this project. Analysis of the data obtained to date was completed and a design formula derived.

(2) LOSS OF SUBGRADE SUPPORT OF HIGHWAYS IN SPRING.

Bearing tests were conducted on the same 19 locations as were tested the previous year. Each location was tested five times during the season from the spring to the autumn. While spring loss was about the same as the previous year, it was established that the recovery pattern of the bearing value may vary with the season.

(3) SOIL CLASSIFICATION.

The Soil Classification project was continued. Classification and profile description of several soils in Southeastern Ontario were done.

Number of samples tested... 618

(4) DESIGN OF BITUMINOUS PAVEMENT MIXES.

Stability determinations by the triaxial test have continued. Procedures have been established so that results are reliable and reproducible. Field samples from current paving work were taken for correlation work with this project.

(5) AGGREGATE DURABILITY.

Field investigation of many pavements was done to determine correlation

between various aggregates and pavement performance. This was to determine the deleterious effects of certain types of aggregate.

(6) FROST HEAVE RESEARCH.

Procedures have been established for conducting laboratory tests. The relative frost heaving potential of several soil types commonly encountered on construction has been established.

FORESTRY AND SAFETY DEVICES

FORESTRY

In 1951 a total of 54,810 trees and shrubs were planted in Divisions 1 to 9, 13, 14, 19 and 39, thirteen divisions in all.

Planting continued on the Toronto-Barrie Dual Highway south from Barrie, with special attention given to the Foster Memorial Planting south of No. 7 Highway, where a special feature was made of 2,000 Flowering Crabs. Advice on weed spraying problems was given Division Engineers, on request, and most Divisions were found to be well equipped in this regard, and weed-spraying a matter of routine. Mulch of various types was used with seeding grass on roadsides in most divisions. Marking and removal of dangerous trees continued. Considerable difficulty was found in securing sufficient suitable trees for highway planting, and for this reason additional land was obtained at both London and Midhurst Nurseries. Plans were drawn and approved for planting the Toronto Interceptor Road as soon as it is completed.

HIGHWAY LIGHTING

61 traffic signals, 95 flashing signals, and the Queen Elizabeth Way lighting system was regularly maintained throughout the year.

New work consisted of 7 new traffic signals installed, 1 signal removed, 3 signals re-arranged due to road widening, 1 temporary signal installed and removed at Cainsville Bridge, and double heads installed at 3 signals.

6 new flashing signals were installed and one at Welcome Corner was re-built due to road changes.

42 overhead lights were installed on the Queen Elizabeth Way at Dorchester Circle near Niagara Falls.

Bridge piers and sidewalks were lighted on overpass at Wilson Avenue and Bathurst, and various buildings were wired in Divisions 4, 6 and 8, and frequency conversion was necessary at a number of points in the Toronto suburban area, and at Sarnia.

During 1951 a permanent branch electrical shop was set up in Division 4, located at Winona, to facilitate maintenance work in this area, also organized 24 hour emergency service was set up in co-operation with the Provincial Police, to operate in the Toronto-Hamilton area.

BUILDINGS

Quite a large building programme was carried out on a number of Divisions. Division garages were completed and put in operation at London, Stratford and Owen Sound. Garages at Port Hope and Blind River were considerably enlarged by new additions.

Heated patrol garage buildings were completed at Lucknow, Port Credit, Barrie, Pontypool, North Gower, Barry's Bay, Noelville, Sault Ste. Marie,

Swastika and Nipigon. Similar buildings are under construction at Dryden, Sioux Lookout and Englehart.

Large heated storage buildings have been built at London and Owen Sound. At Stratford and Port Hope, heated storage buildings were put under construction, but are not yet completed. A smaller heated storage building was completed at Cochrane. Construction was commenced on large cold storage buildings at London, Stratford and Owen Sound.

During the year new division paint shops were built and put in service at London, Stratford, Owen Sound, Port Hope, and Blind River. Reconstruction of a building to be used as a division paint shop was undertaken at Kingston, and a building at Cochrane was converted for this purpose.

Standard plans have been developed by the Department for these various types of structures. The buildings are nearly all built to the standard plans, and to a great extent by the Department's own forces.

Special attention has been given to making all these buildings as fire-proof as possible.

ZONE PAINTING

Zone painting was completed on 5,613.8 miles of highways, using 48,168 gallons of paint.

The Department is anxious to have all possible zone painting completed before the period of heavy summer traffic, and in order to speed up this operation two new automatic zone painting machines were constructed during the winter, and have been added to the zone painting equipment.

A total of nine machines in good working condition are now available.

SIGNS

New sign shops have been put in operation on a number of Divisions, and this has greatly improved working conditions. This has speeded up sign painting operations, and had a beneficial effect on the quality of the work.

Route marking and directional signs have been emphasized.

General supervision of the work of sign painting was supplied by this Division.

Practically all permanent signs are now reflectorized.

A large number of temporary and permanent signs were required for the dual highway to Barrie.

Reports compiled by the various Divisions indicate that the Department uses upwards of 100,000 permanent signs on the King's Highways of the province. In addition many thousands of temporary signs are erected each year for special purposes.

NAIL PICKER

This magnetic unit covered 5,018 miles of highway and picked up 13,305 pounds of scrap metal.

CORE DRILLING

Foundation borings and samples were taken at 19 locations for bridges and structures.

SURVEYS BRANCH

TITLE SURVEYS

The summary of work completed for the fiscal year 1951-52 by the Title Surveys Division of the Surveys Branch is as follows:

- (1) 438 land plans were prepared from field surveys along 531 miles of highway covering an area of 3,575 acres and including 3,013 owners.
- (2) 378 land plans prepared from previous survey records along 165 miles of highway covering an area of 630 acres and including 376 owners. Plans of abandonments, controlled access highway plans, also plans to illustrate descriptions, for deeding and acquiring are included.
- (3) 5 plans and descriptions for gravel pits.
- (4) 78 Crown land plans and surveys along 99 miles of highway covering an area of 1,424 acres.

The total for the above is listed as follows:

| No. of Plans | No. of Miles | No. of Acres | No. of Owners |
|--------------|--------------|--------------|---------------|
| 899 | 795 | 6,192 | 3,742 |

- (5) For the Department of Indian Affairs, Canada, one plan was prepared entailing four miles of survey and containing 51 acres.
- (6) For the Department of Public Works as follows:
 - Survey, plan and description for Mental Hospital east of Smith's Falls.
 - Survey, plan and description for radio tower site, Township of Sidney.
 - Survey, plan and description for site for the Provincial police, in the Township of Hamilton.
 - Survey, plan and description for Provincial police radio transmitter tower site, in the Township of Alice.
 - Survey, plan and description for Rangers' headquarters, Township of Hunt.
 - Survey, plan and description for the Provincial police in the Township of Nipigon.
 - Survey, plan and description for the Provincial police in the City of Port Arthur.
 - Survey, plan and description for Provincial police in the Township of Howland (Little Current).
 - Survey, plan and description for Compensation Building in the City of Toronto.
 - Survey, plan and description for Nassau School, in the City of Toronto (for the Department of Education, Province of Ontario).
- (7) For the Department of Labour, 5 descriptions to accompany plans for zoning under the Industrial Standards Act.
- (8) During the fiscal year 885 proposed subdivision plans were examined under the requirements of the Planning Act.

The following is a complete list of highways that have been designated as controlled access highways as of March 31, 1952:

| Highway | Designated by Ontario Regulation Number | Mileage | Consolidated Regulation (1950) Number |
|--|---|---------|---|
| No. 2S & No. 2—Gananoque to Brockville | 39 / 45 | 29.44 | 406—Item 1 |
| No. 2—Chatham south-westerly | 39 / 45 | 6.19 | 406—Item 6 |
| No. 3—Windsor to Maidstone | 39 / 45 | 11.10 | 406—Item 7 |
| No. 27—Malton Road to Q.E.W. | 39 / 45 | 7.56 | 406—Item 8 |
| No. 2—Birchmount Rd. to Highway No. 5 (near Toronto) | 39 / 45 | 0.80 | 406—Item 9 |
| Point Edward to Highway No. 7 | 63 / 46 | 3.39 | 406—Item 10 |
| Toronto—Barrie | 128 / 48 | 45.09 | 135 |
| Q.E.W.—Fort Erie to Toronto excepting Burlington Beach Road | 121 / 50 | 85.68 | 134—Item 1 |
| Rainbow Bridge Approach Q.E.W. to Niagara Falls | 121 / 50 | 2.60 | 134—Item 2 |
| No. 2A—West Hill to Oshawa | 184 / 50 | 18.63 | 134—Item 3 |
| Ottawa—Quebec Bdy., Gloucester Twp. | 228 / 50 | 3.31 | 134—Item 4 |
| No. 102—Hamilton to Dundas | 110 / 51 | 1.61 | ..... |
| Toronto Interceptor Highway—Humber River to Hogg's Hollow Bridge | 110 / 51 | 6.84 | ..... |
| No. 11—Town of Gravenhurst | 161 / 51 | 1.31 | ..... |
| No. 2A—Oshawa to Newcastle | 292 / 51 | 12.81 | ..... |
| Prescott By-Pass Highway No. 16 westerly | 46 / 52 | 2.20 | ..... |

Total Number of Miles of Highways Designated as Controlled Access Highway 238.56

In 1952 seven Ontario Land Surveyor apprentices passed the final examinations, leaving a total of nine apprentices on the staff.

LOCATION SURVEYS

The resurveying of existing highways, the laying out of necessary revisions and the making of surveys for proposed new highways formed the major portion of the past year's work. Surveys for the Trans-Canada Highway were carried on at the same rate as for previous years. The number of square miles of study plans prepared was increased greatly. This is accounted for to some extent by the use of Department of Lands and Forests, Forest Inventory Sheets in many cases. The use of these sheets made it possible to prepare these plans in less time than if aerial photographs had been used. Many more contracts were checked but the number of miles of grades set is approximately the same as for previous years. The origin-destination survey was continued, a traffic census was obtained and accident prone locations were tabulated on maps. All of the above is outlined in more detail below.

Aerial Study Plans

A total of 12,182 square miles of study plans was produced from aerial photographs during the year. Of this total, 11,893 square miles were at the scale of 1"=1,000' or 1"=1,320'; and 289 square miles were at the scale of 1"=400' or 1"=600'. In all, 799 miles of revision or new highway location were projected, and 63 square miles of contours (at 10' interval) were plotted with the use of the Multiplex. In addition, a total area of 1 square mile was contoured by multiplex, at a 2' interval, for grade separations.

Trans-Canada Highway work accounted for—3,677 square miles or 31% of the plans at the scale of 1"=1,000' or 1"=1,320'; 230 square miles or 80% of the plans at the scale of 1"=400' or 1"=600'; 272 miles or 34% of the projected locations; and 63 square miles or 100% of the multiplex contours at 10' interval.

| LOCATION | Area in Square Miles | Projected Location |
|---|-------------------------|-----------------------|
| Study Plans—Scale 1"=1,000' and 1"=1,320' | | |
| Trans-Canada Highway Plans: | | |
| Port Arthur to Manitoba Boundary..... | 2,552 | 206 |
| Sudbury to Thessalon..... | 1,125 | |
| Trans-Canada Total..... | 3,677 | <u>206</u> |
| Additional Plans: | | |
| Sunshine to Port Arthur..... | 191 | |
| Fort William to Pigeon River..... | 306 | |
| Dinorwic to Sioux Lookout..... | 380 | 40 |
| Fort Francis to Rainy River..... | 450 | |
| Longbow Corners to Highway No. 71..... | 730 | |
| Atikokan to Kawene to Upsala..... | 396 | 47 |
| Atikokan to Oskandaga River..... | 672 | 103 |
| North Bay to Sudbury..... | 684 | |
| Thessalon to Agawa River..... | 1,001 | 3 |
| Huntsville to Barry's Bay..... | 708 | 12 |
| North Bay to Swastika..... | 1,173 | |
| Mattawa to Pembroke..... | 542 | |
| North Bay to Temiskaming..... | 318 | |
| Burwash to Killarney..... | 391 | 41 |
| Maynooth to Barry's Bay..... | 256 | 21 |
| Additional Total..... | 8,216 | 267 |
| Grand Total for all plans (at scale 1"= 1,000' and 1"=1,320')..... | <u>11,893</u> | <u>473 miles</u> |

| | Area in Square Miles | Projected Location | Contours Square Miles |
|--|-------------------------|-----------------------|--------------------------|
| Study Plans—Scale 1"=400' and 1"=600' | | | |
| Trans-Canada Highway Plans: | | | |
| Perth to Innisville..... | 37 | 11 | |
| Peterborough to Lindsay..... | 64 | 23 | |
| Sudbury Area (North Half)..... | 64 | | 35 |
| Sudbury Area (South Half)..... | 65 | 10 | 28 |
| Trans-Canada Total..... | 230 | 44 | 63 |
| Additional Plans: | | | |
| St. Thomas to Sheddon..... | 34 | 9 | |
| St. Catharines Area..... | 10 | 3 | |
| Burlington Beach Area..... | 15 | | |
| Additional Total..... | 59 | 12 | |
| Grand Total for all plans (at scale 1"=400' and 1"=600')..... | <u>289</u> | <u>56 miles</u> | <u>63</u> |
| Projected Highway Location in Addition to Above: | | | |
| Trans-Canada Highway..... | 22 | | |
| Miscellaneous Locations..... | 248 | | |
| Total..... | <u>270 miles</u> | | |
| Detail Plan Scale 1"=100' | | | |
| 2' Contours—Napanee to Gananoque (Grade Sep)..... | <u>1 Sq. Mile</u> | | |

Field Surveys and Plans

A total of 983 miles of field surveys were completed and are classified as follows:

| | |
|---|----------|
| Plans of present road 1"=50'..... | 40 miles |
| Plans of present road 1"=100'..... | 316 " |
| Plans of revisions and proposed locations 1"=50'..... | 4 " |

| | |
|---|-----------|
| Plans of revisions and proposed locations 1"=100' | 223 miles |
| Plans of municipal roads..... | 14 " |

TRANS-CANADA HIGHWAY

| | |
|--|-------|
| Plans of present road 1"=50'..... | 0 " |
| Plans of present road 1"=100'..... | 111 " |
| Plans of revisions and proposed locations 1"=50'..... | 5 " |
| Plans of revisions and proposed locations 1"=100'..... | 270 " |

A detailed list of the above is as follows:

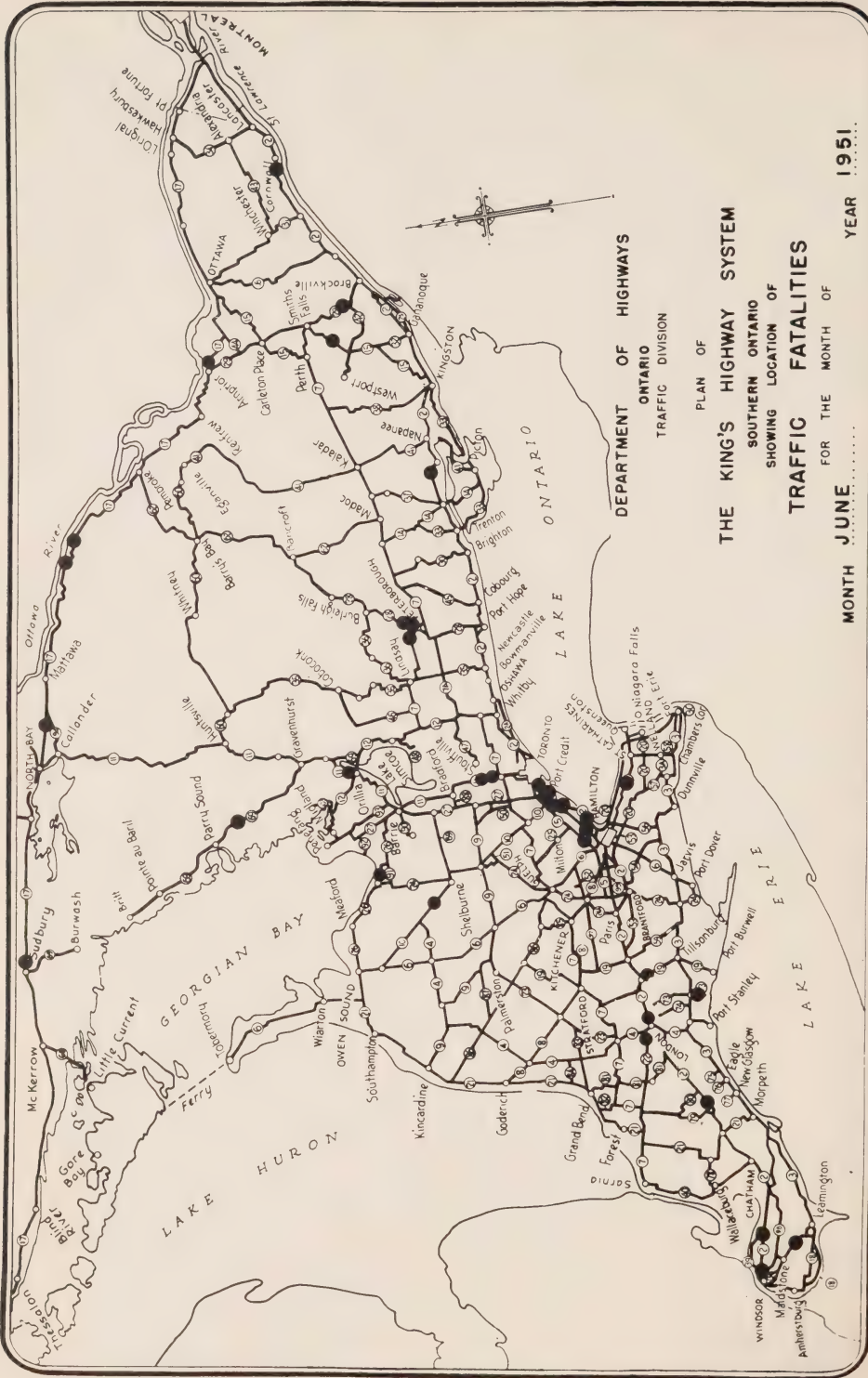
Existing Highways

| | | <i>Plans 1"=50'</i> | |
|---------|----|----------------------------------|----------|
| Highway | 6 | Wolfe Island to Aberfoyle..... | 11 miles |
| " | 11 | Steeles Corner to Thornhill..... | 1.3 " |
| Q.E.W. | | Rainbow Bridge Approach..... | 6 " |
| Q.E.W. | | Highway 10 Westerly..... | 22 " |

| | | <i>Plans 1"=100'</i> | |
|---------|--------|----------------------------------|-----------|
| Highway | 2 & 28 | Welcome Dale..... | 2.7 miles |
| " | 2 | Through Tyendinaga Township..... | 4.3 " |
| " | 3 | Resurvey at St. Thomas..... | 0.94 " |
| " | 4 | Clinton to Blyth..... | 9.9 " |
| " | 4 | Kippen to Clinton..... | 10.2 " |
| " | 4 | Blyth to Wingham..... | 11.7 " |
| " | 4 | Exeter to Kippen..... | 8.33 " |
| " | 6 | Fergus to Arthur..... | 11.0 " |
| " | 7 & 8 | Baden to Stratford..... | 10.2 " |
| " | 8 | Clinton to Goderich..... | 11.8 " |
| " | 8 | Dublin to Clinton..... | 9.2 " |
| " | 9 | Arthur to Walkerton..... | 49.0 " |
| " | 11 | Huntsville to Burks Falls..... | 9.4 " |
| " | 11 | Fennels Corners—Barrie..... | 10.1 " |
| " | 11 | Burks Falls—Powassan..... | 36.2 " |
| " | 11 | Smooth Rock Falls Area..... | 3.3 " |
| " | 11 | Shannonville—Deseronto..... | 10.2 " |
| " | 21 | Kincardine—Southampton..... | 26.0 " |
| " | 21 | Bayfield—Drysdale..... | 7.93 " |
| " | 28 | Paudash Lake—Bancroft..... | 7.0 " |
| " | 41 | Eganville—Golden Lake..... | 8.7 " |
| " | 46 | Portage Rd.—Kirkfield..... | 7.6 " |
| " | 49 | Highway 27 to Highway 50..... | 2.91 " |
| " | 60 | Killaloe—Golden Lake..... | 14.5 " |
| " | 60 | Barry's Bay—Wilno..... | 6.6 " |
| " | 62 | Bancroft northerly..... | 8.3 " |
| " | 63 | North Bay easterly..... | 10.7 " |
| " | 85 | Waterloo—St. Jacobs..... | 4.73 " |
| " | 85 | St. Jacobs—Elmira..... | 3.7 " |

Revisions and Proposed Locations

| | | <i>Plans 1"=50'</i> | |
|---------|----|--|------------|
| Highway | 28 | Rossmount Div..... | 1.5 miles |
| Q.E.W. | | Revision at Homer..... | 2.5 " |
| | | <i>Plans 1"=100'</i> | |
| Highway | 2A | Kingston—Gananoque..... | 13.3 miles |
| " | 3 | Railway crossing west of St. Thomas..... | 1 " |
| " | 4 | St. Thomas—Port Stanley..... | 1.4 " |
| " | 11 | St. Georges Lake—Severn Bridge..... | 4.3 " |
| " | 11 | Huntsville—Sundridge..... | 20.85 " |
| " | 11 | Vernon L. Narrows..... | 5.0 " |
| " | 11 | Nipigon—Beardmore..... | 0.7 " |
| " | 11 | Beardmore—Jellicoe..... | 9.4 " |
| " | 11 | Huntsville—Burks Falls..... | 2.9 " |
| " | 11 | Rev. at Hollands Landing..... | 7.0 " |
| " | 11 | Novar Elmsdale..... | 9.3 " |
| " | 16 | Manotick—Jock River..... | 9.6 " |



Graphic chart of fatal accidents on the King's Highways in Southern Ontario in June, 1951

| | | | |
|-----------------|--------------------------------|------|-------|
| Highway 28 | Haultain-Apsley | 10.6 | miles |
| " 32 | Rev. at Gananoque R. | 0.7 | " |
| " 49 | Highway 27 to Highway 50 | 0.5 | " |
| " 54 | Caledonia By-pass | 3.3 | " |
| " 99 | Dundas-Copetown | 0.43 | " |
| New C.A.H. | Toronto-Windsor | 12.0 | " |
| " " | Brockville-Prescott | 9.1 | " |
| C.A.H. | Rev. at Kingston | 3.3 | " |
| New Loc. | Brechin-Washago | 9.0 | " |
| Toronto By-pass | Highway 2 to Highway 2A | 1.0 | " |

Development Roads

Plans 1" = 100'

| | | |
|----------------------------|------|-------|
| Creighton Mine Road | 1.3 | miles |
| Shebandowan-Postans | 42.0 | " |
| Postans-Atikoken | 9.7 | " |
| Shebandowan-Atikoken | 29.3 | " |

Trans-Canada Highway (Present Highway)

Plans 1" = 100'

| | | | |
|------------|---|------|-------|
| Highway 12 | Gamebridge-Atherley | 5.0 | miles |
| " 12 | Orillia-Coldwater | 17.0 | " |
| " 17 | Dryden-Kenora | 10.0 | " |
| " 17 | Kenora-Manitoba Boundary | 11.2 | " |
| " 17 | Longbow Corner to Manitoba Boundary | 30.0 | " |
| " 17 | Plantagenet-Hawkesbury | 11.5 | " |
| " 17 | Arden-Perth | 5.0 | " |
| " 17 | Kaladar-Arden | 21.3 | " |

Trans-Canada Highway Revisions and Proposed Locations

Plans 1" = 50'

| | | | |
|-----------|----------------------------|------|-------|
| Highway 7 | Manilla westerly | 2.18 | miles |
| " 17 | B.R.C. Plan at Nairn | 2.00 | " |
| " 17 | Webbwood-Walford | 0.5 | " |

Plans 1" = 100'

| | | | |
|---|--|-------|-------|
| Highway 7 | Maberly-Perth | 9.37 | miles |
| " 7 | Actinolite easterly | 9.20 | " |
| " 7 | Lindsay By-pass | 10.00 | " |
| " 7 | Arden-Perth | 17.00 | " |
| " 7 | Kaladar-Arden | 20.7 | " |
| " 17 | Dryden-Longbow Corners | 38.0 | " |
| " 17 | Wabigoon-Dryden | 1.5 | " |
| " 17 | Vermillion Bay-Longbow Corners | 10.5 | " |
| " 17 | Ignace-Wabigoon | 4.1 | " |
| " 17 | Shebandowan Corners-Savanne | 0.9 | " |
| " 17 | English River-Raleigh Falls | 20.7 | " |
| " 17 | Raleigh Falls-Wabigoon | 11.33 | " |
| " 17 | Sudbury-Copper Cliff | 3.3 | " |
| " 17 | Longbow Corners-Manitoba Boundary | 10.7 | " |
| " 17 | Kenora westerly | 8.5 | " |
| " 69 | Rev. at Magnetewan R. | 3.0 | " |
| " 69 | Longlake Rd.-Highway 17 at Sudbury | 7.8 | " |
| " 69 | Gordon Bay northerly | 4.1 | " |
| " 69 | Regent St. Ext. at Sudbury | 2.3 | " |
| " 69 | Rev. via Kelly Lake | 8.1 | " |
| " 69 | North of Parry Sound | 3.0 | " |
| " 103 | Port Severn By-pass | 5.40 | " |
| | Port Severn-Footes Bay | 5.4 | " |
| | Rev. at Webster Lake | 0.93 | " |
| | Iron Bridge-Aubrey Falls | 33.6 | " |
| Chapleau Road-Hinkler Lake-Chapleau | 5.0 | " | |

In addition to the above, grades were set on 1,495 miles of profile and 252 contracts were checked.

The following is a summary of plans, etc., completed during the fiscal year 1951-52:

| Study Plans | | | |
|---------------------------------------|---------------|--------------|---------------|
| Area mapped..... | 12,182 | square miles | |
| Area contoured..... | 64 | " " | |
| Projected location..... | 1,005 | miles | |
| Highway Plans | | | |
| 1" = 50'..... | 40 | miles | |
| 1" = 100'..... | 441 | " " | |
| Revisions and proposed locations..... | 502 | " " | |
| | 983 | " " | |
| | PROFILES | GRADES SET | |
| | 1,067 miles | 1,495 miles | |
| BRIDGE | RAILWAY BOARD | INTERSECTION | MISCELLANEOUS |
| 14 | 2 | 6 | 5 |

TRAFFIC ENGINEERING

HIGHWAY TRAFFIC VOLUMES

The hourly recordings of twelve A.T.R. stations were card tabulated for the period of their operation from May to October inclusive. The operation of six magnetic permanent station installations has provided continuous counts of traffic from which monthly and seasonal factors could be derived for these stations.

The magnetic P.S.I. located on Highways No. 6 and 10, 4.5 miles north of Chatsworth, was removed from operation in July, 1951, while this section of highway was under construction.

Owing to the lack of men and equipment very few short counts of traffic were obtained on highways in Ontario.

Traffic volumes generally have shown an increase of 12% of those of the preceding year 1950.

TRAFFIC SURVEYS

The channelization studies for the Surveys Branch necessitated traffic surveys at 17 intersection locations. These surveys included an 8 hour manual count of all vehicular traffic entering the intersection and usually the collecting of 24 hour traffic volumes on the intersecting roads.

TRAFFIC ANALYSIS REPORTS

Complaints from various municipalities regarding the ineffectiveness of traffic control and requests for the installation of traffic signals, necessitated traffic surveys at the following locations:

- (1) Highway No. 7 and the Markham sideroad.
- (2) Highway No. 2 and entrance to Royal Military College at Kingston.
- (3) Highway No. 2 and Riverdale Ave. at west limits of Cornwall.
- (4) Highway No. 27 and Horner Ave., Etobicoke township.
- (5) Highway No. 7 and Weston-Woodbridge Road at Woodbridge.
- (6) Highway No. 59 and Main St. at Norwich.
- (7) Q.E.W. and Windermere cut-off at Hamilton.
- (8) Highway No. 16 and N. Main St. at Kemptville.
- (9) Highway No. 20 and Dorchester Rd., Stamford township.
- (10) Highways No. 5, 24 and 99 at Osborne's Corners.
- (11) Highway No. 6 and King St. at Hagersville.



- (12) Highway No. 2 and Highway No. 53 at Eastwood.
- (13) Highway No. 4 at south limits of Walkerton.
- (14) Q.E.W. and McLeod Rd., Stamford township.
- (15) Highway No. 2 and Highway No. 38 at Cataraqui.
- (16) Highway No. 86 (Campbell St.) and Havelock St. at Lucknow.
- (17) Q.E.W. and Sixth Line, Oakville.
- (18) Highway No. 14 at Bloomfield.
- (19) Highway No. 7 and Highway No. 21 south of Forest.
- (20) Highway No. 3 and First Ave. at St. Thomas.

Analysis of traffic conditions at these locations frequently revealed that minor physical changes would facilitate safe vehicular movement. It was frequently found that the relocation of stop signs and the removal of obstructions to visibility such as shrubs, trees and poles would improve intersectional operation.

ORIGIN-DESTINATION SURVEY

The work of determining the travel habits of the motorists in South Western Ontario by means of an origin-destination survey was continued in 1951. External surveys were made at the following centres: Windsor, Chatham, St. Thomas, Stratford, Brantford, Simcoe, Tillsonburg, Sarnia and Welland. The information obtained in this survey, together with the information from the 1950 survey, gives a complete picture of the major trip desires in South Western Ontario.

Plans showing the traffic desire lines have been prepared for each of the surveyed centres. From the data obtained, the potential volumes have been estimated for the various suggested routes of the proposed Toronto-Windsor Highway.

During the summer months the traffic on Highway No. 2 east of London (average of 3 stations) was found to be composed of 53.9% Ontario passenger cars, 25.9% foreign passenger cars and 20.2% trucks and buses; while west of London (average of 3 stations) it was composed of 58.5% Ontario passenger cars, 12.4% foreign passenger cars and 29.1% trucks and buses.

Similarly on Highway No. 3 (average of 5 stations) the traffic is composed of 40.3% Ontario passenger cars, 45.2% foreign cars and 14.5% trucks and buses.

As for trip purposes, Highway No. 3 was found to be used predominantly for recreational purposes. This accounted for 61.7% of the trips. The recreational trips on Highway No. 2 east of London accounted for 52.1% of the traffic while west of London on Highway No. 2 they accounted for only 28.9%.

ACCIDENT-PREVENTION ENGINEERING

Accident Experience

The locations of all motor vehicle accidents occurring on the King's Highways during the year 1951, were plotted on their respective "accident spot maps." The manner in which the accident occurred was noted in each case and shown on the maps.

Accident prone locations, definitely established through yearly repetition during a three-year record, were circled on all "spot maps" and coloured in red. Potential accident prone locations, or those locations showing probabilities of becoming accident prone locations were circled and coloured yellow on the same maps.

Copies of these completed "accident spot maps" for 1951, were forwarded to all Division Engineers for possible investigation and attention. District Inspec-

tors of the Ontario Provincial Police received copies of the maps as well, covering all highways, coming under their jurisdiction.

Monthly reports, describing locations of fatal motor vehicle accidents occurring on the King's Highway each month, were prepared and forwarded to all Division Engineers and to each Provincial Police district. "Traffic fatality spot maps," on a small scale, for both Southern and Northern Ontario accompanied the report each month.

CONSTRUCTION ON THE TRANS-CANADA HIGHWAY

During the 1951-52 fiscal year a substantial amount of work was carried out on the Trans-Canada Highway, despite an acute shortage of materials.

Although there were only 11 new contracts awarded during the year the carry-over of 31 new construction contracts from the previous year resulted in a construction programme of considerable size. The greatest amount of work was concentrated in the following locations—Ottawa to Plantagenet, Magnetawan River to 16 miles north of the French River, Sudbury to Blind River, Marathon to Jackfish Lake, and from 50 miles east of English River to 10 miles east of Dryden.

Of the 11 new contracts 4 were grading and culvert contracts covering 16.8 miles, 4 were combined grading, culvert and bituminous hot mix paving contracts covering 28.3 miles, 1 contract was for 12 miles of bituminous hot mix paving only, and there were two bridge contracts.

The amount of completed work was not as great as that of the first year, but was nevertheless quite large. During the year 75 miles of grading and culvert work, 29 miles of bituminous hot mix paving and 5 permanent bridges were completed. There were, also, 3 temporary bridges built in 1951-52.

In finishing the above mileages the following amounts of work were performed—950 acres of clearing and 800 acres of grubbing, the excavation of 2,900,000 cubic yards of earth and 1,800,000 cubic yards of rock, the placing of 1,850,000 cubic yards of granular base "B", 200,000 tons of granular base "A", 110,000 tons of $\frac{3}{8}$ " crushed gravel, the laying of 63,400 tons of bituminous hot mix, the placing of 11,000 cubic yards of concrete and 1,400 M.F.B.M. of creosoted timber, the laying of 9,600 lineal feet of pipe of various sizes and the moving of 40,300 cubic yards of culvert excavation.

Grading and Culverts

| Division | Highway | | 1951 Miles Completed |
|----------|---------|--|-------------------------|
| 9 | T.C.H. | 5 miles east of Green's Creek easterly..... | 0.2 |
| | T.C.H. | 11 miles east of Green's Creek easterly..... | 1.2 |
| | T.C.H. | 18 miles east of Green's Creek easterly..... | 4.7 |
| | T.C.H. | Plantagenet westerly..... | 2.0 |
| 7 | 7 | Sunderland Corners to Oakwood..... | 0.7 |
| 11 | 69 | Magnetawan River to Still River..... | 1.4 |
| | 69 | Bekanon northerly..... | 1.7 |
| | 69 | French River southerly..... | 1.9 |
| | 69 | French River northerly..... | 2.7 |
| 17 | 69 | 8 miles north of French River northerly..... | 3.8 |
| | 69 | Sudbury southerly to Five Corners..... | 0.8 |
| | 17 | Sudbury to Copper Cliff..... | 1.5 |
| | 17 | Vermillion River easterly..... | 0.6 |
| 18 | 17 | Whitefish westerly..... | 1.8 |
| | 17 | 7.5 miles west of Whitefish westerly..... | 5.3 |
| | 17 | Massey easterly..... | 6.1 |
| | 17 | Massey westerly..... | 2.0 |
| | 17 | Algoma east and west..... | 2.5 |
| | | Chapleau Rd. Aubrey Falls northerly..... | 5.0 |

| Division | Highway | | 1951 Miles Completed |
|-----------------------------|--------------|---|-------------------------|
| 19 | 17 | 6 miles west of Marathon westerly..... | 3.0 |
| | 17 | Coldwell to Little Pic River..... | 1.0 |
| | 17 | Little Pic River westerly..... | 3.0 |
| | 17 | Steele River easterly..... | 1.5 |
| | 17 | Steele River westerly..... | 1.0 |
| | 17 | Selim Hill Diversion..... | 0.5 |
| | 17 | Kakabeka Falls northerly..... | 0.4 |
| | 17 | 36 miles east of English River easterly..... | 5.0 |
| | 17 | 22 miles east of English River easterly..... | 6.0 |
| 20 | 17 | 24 miles east of Dryden easterly..... | 0.7 |
| | | 10 miles east of Dryden easterly..... | 7.0 |
| | | | 75.0 miles |
| Granular Base (New Grading) | | | |
| 9 | T.C.H. | 5 miles east of Green's Creek easterly..... | 0.2 |
| | T.C.H. | 11 miles east of Green's Creek easterly..... | 1.0 |
| | T.C.H. | 18 miles east of Green's Creek easterly..... | 4.7 |
| 11 | 69 | Bekanon northerly..... | 6.0 |
| | 69 | French River southerly..... | 5.0 |
| 17 | 17 | Sudbury to Copper Cliff..... | 0.5 |
| | | Whitefish westerly..... | 3.5 |
| 18 | 17 | Massey easterly..... | 8.0 |
| | 17 | Algoma east and west..... | 2.0 |
| 19 | Chapleau Rd. | Aubrey Falls northerly..... | 10.0 |
| | 17 | Steele River westerly..... | 1.5 |
| | | Selim Hill Diversion..... | |
| | 17 | 22 miles east of English River to 50 miles east of English River..... | 10.0 |
| 20 | 17 | 10 miles east of Dryden to 24 miles east of Dryden..... | 10.0 |
| | | | 62.4 miles |
| Bituminous Hot Mix Paving | | | |
| 18 | 17 | Massey westerly..... | 12.0 |
| 19 | 17 | 36 miles east of English River easterly..... | 10.0 |
| 20 | 17 | 10 miles east of Dryden easterly..... | 7.0 |
| | | | 29.0 miles |
| Bridges Built | | | |
| PERMANENT BRIDGES | | | |
| 11 | 69 | Key River Bridge..... | |
| 19 | 17 | Trout Creek Bridge..... | |
| | 17 | Oskondaga River Bridge..... | |
| 20 | 17 | Bear Creek Bridge..... | |
| | | Nuggett Creek Bridge..... | |
| TEMPORARY BRIDGES | | | |
| 11 | 69 | Pickereel River Bailey Bridge..... | |
| 19 | 69 | French River Bailey Bridge..... | |
| | 17 | Prairie River Bridge..... | |

DIVISION NO. 1 — CHATHAM

Construction

CONCRETE PAVEMENT:

Highway No. 2—East and west of Tilbury widened to 22'. Through Tilbury to 33'. Total distance 18 miles. In Sarnia on Christina Street an underpass was built under the dual highway leading to Blue Water Bridge. Grading on approaches was not completed but sufficient grading and paving were done on both for use by traffic.

Highway No. 78—Under contract grading was commenced between Wallaceburg and Dresden. The old 16-ft. concrete pavement was rough and there were

several right angle turns which were eliminated; the roadbed widened for a 22' pavement; the right-of-way widened to 100 feet and all side ditches and municipal drains moved back to provide sufficient shoulder width. All culverts will be either rebuilt or extended.

Highway No. 39—Two bridges with sidewalks, both sides, were built over Little River and Puce River. The old bridges were narrow steel trusses with poor alignment with the highway and caused many accidents. The Little River bridge was opened to traffic in the summer of 1951. The Puce River bridge has been delayed due to shortage of steel reinforcement and is now completed but cannot be opened until the approaches are graded.

PAVING CONTRACTS:

Highway No. 3—From Essex easterly for 8 miles pavement was widened to 22' and resurfaced with asphalt. At the east end the right-of-way was widened for about 2 miles; the ditches moved back to allow for sufficient shouldering over the whole 8 miles. A diversion, to eliminate a curve, will not be completed until the Spring of 1952, due to delay in getting buildings moved. Between Wheatley and Leamington the pavement was widened to 22' and resurfaced with asphalt. Gaps were left for new culverts and grading operations to improve visibility. Two diversions are being built, several new culverts building or being extended and all ditches placed so there will be sufficient width for shoulders.

Maintenance

Four new 3-ton trucks and 1 new 5-ton truck were received to replace worn-out models. One Dandy Quick-Mix machine was received and is now doing an efficient job on cold patch material. Fifteen Swenson spreaders to replace the old disc type were received and found to be more efficient than the latter type. Night patrols were on duty all winter on the main highways and proved so successful in combatting ice conditions and supplying information to the division office regarding road conditions that it is proposed to put night patrols on every patrol next winter.

Highway No. 18A—From Kingsville to Colchester was paved with mulch by our own forces and equipment.

Flashing lights were installed at crossings of Highways Nos. 18A and Chesapeake and Ohio Railway, half mile west of Kingsville and at crossing of Highway 21 and the Chesapeake and Ohio Railway, north of Ridgetown.

Grading and Culverts

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Total Miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|------------|
| 78—Dresden to Wallaceburg..... | 1951 | .... | .... | 10.4 | Incomplete |
| 7—Point Edward to Christina St. underpass... | 1951 | .... | .... | 3.15 | Incomplete |
| 3—East of Wheatley to Leamington..... | 1951 | .... | .... | 7.8 | Incomplete |
| | | | | 21.35 | |
| Dev. Rd.—Ravenswood to Ipperwash..... | 1950 | 1951 | .... | 2.0 | |
| Granular Base (New Grading) | | | | | |
| 7—Point Edward to Christina St. underpass... | 1951 | .... | 2.65 | .... | Incomplete |
| 7—Point Edward to Christina St. underpass... | 1951 | 1951 | .23 | .... | Complete |
| 39—Puce and Little River Bridges..... | 1951 | .... | .32 | .... | Incomplete |
| | | | | 3.20 | |
| Dev. Rds.—Ravenswood to Ipperwash..... | 1950 | .... | 2.0 | | Complete |

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Total Miles | Remarks |
|---------------------------------------|----------------|----------------|-------------------------------|----------------|-------------|
| Granular Base (No Grading) | | | | | |
| 78—Dresden to Wallaceburg..... | 1951 | ..... | 5.0 | ..... | 50,000 tons |
| 3—East of Wheatley to Leamington..... | 1951 | ..... | 7.8 | ..... | 2,500 tons |
| 18A—Colchester to Malden Centre..... | 1951 | ..... | 8.5 | ..... | 39,820 tons |
| | | | 21.3 | | 92,320 tons |

Gravelling Contracts Not Including Granular Base

| | | | | | |
|---|------|-------|------|--|--|
| 81—Grand Bend south..... | 1951 | ..... | 10.2 | | |
| 2—Drake Side Rd. to west limits of Tilbury... | 1951 | ..... | 10.0 | | |
| 2—Tilbury westerly..... | 1951 | ..... | 8.0 | | |
| 40—Wallaceburg southerly..... | 1951 | ..... | 8.0 | | |
| 79—Alvinston northerly..... | 1951 | ..... | 4.5 | | |
| 3—Essex easterly..... | 1951 | ..... | 8.0 | | |
| 3—Wheatley westerly..... | 1951 | ..... | 7.8 | | |
| 79—C.P.R. Bothwell northerly..... | 1951 | ..... | 7.3 | | |
| | | | 63.8 | | |

Bituminous Hot-Mix Pavement

| | | | | | |
|--|------|-------|-------|-------|------------|
| 81—Grand Bend southerly..... | 1951 | ..... | 10.2 | ..... | Complete |
| 79—C.P.R. Bothwell north of Alvinston..... | 1951 | ..... | 4.5 | ..... | Incomplete |
| 7—Point Edward at Christina St..... | 1951 | ..... | .72 | ..... | Incomplete |
| | | | 15.42 | | |

Bituminous Road-Mix Mulch Surface

| | | | | | |
|-----------------------------------|------|-------|------|--|----------|
| 18A—Kingsville to Colchester..... | 1951 | | 11.3 | | Complete |
|-----------------------------------|------|-------|------|--|----------|

Bituminous Resurfacing of Old Pavements

| | | | | | |
|---|------|-------|-------|-------|------------|
| 2—Drake Side Rd. to west limits of Tilbury... | 1950 | ..... | 10.0 | | |
| 2—West limits of Tilbury W..... | 1951 | ..... | 8.0 | | |
| 3—Essex easterly..... | 1951 | ..... | 8.0 | ..... | Incomplete |
| 3—East of Wheatley to Leamington..... | 1951 | ..... | 6.65 | | |
| 40—Wallaceburg southerly..... | 1951 | ..... | 8.0 | | |
| 39—Approaches to Little River Bridge..... | 1951 | ..... | .32 | | |
| | | | 40.97 | | |

Highway Bridges Built

| | |
|--|--|
| Highway 39—At Puce River. | |
| Highway 39—At Little River. | |
| Highway 7—At Christina St., Point Edward... Total 3. | |
| Development Road—Ipperwash Park Total 1. | |

Bituminous Surface Treatment

| | |
|---|------------|
| Highway 21—Junction Highways 3 and 21 to north of Ridgetown, 7.2 miles; | |
| Highway 98, Comber to west of Comber, 10.0 miles..... | 17.2 miles |

Bituminous Prime on Gravel Surfaces

| | |
|--|------------|
| Highway 18A—Kingsville to Malden Centre, 20 miles; Highway 79, Bothwell northerly 15.2 miles..... | 35.2 miles |
|--|------------|

Crushed Gravel and Stone on Highways

| | |
|---|--|
| Highway No. 2—133, No. 3—623, No. 7—137, No. 18—301, No. 21—107, No. 39—464, No. 40—751, No. 98—677. All on shoulders and quantities are tonnages. | |
|---|--|

Table Showing Totals Covering Work Done on Division No. 1

| | |
|--|--------------|
| Salt used for de-icing roads..... | 2,850 tons |
| Crushed gravel and stone..... | 3,173 tons |
| Right-of-way fences erected..... | 25.0 miles |
| Snow fences erected, dismantled and stored..... | 50.0 miles |
| Roads snow-plowed and kept open..... | 557.35 miles |
| Equipment storage houses erected—Total number..... | 10 |
| Number added 1951..... | 2 |

| | |
|---|--------------|
| Shrubs received from D.H.O. nursery at Midhurst and other nurseries—number. | 1,375 |
| Maintenance of roadside picnic places—Total number..... | 56 |
| Number added 1951..... | 5 |
| Maintenance of tables and benches in roadside places—Total number..... | 77 |
| Number added 1951..... | 5 |
| Maintenance of tables and benches in off-road parks—Total number..... | 66 |
| Number added 1951..... | 17 |
| Maintenance of off-road areas..... | 51.79 acres |
| Maintenance of snow hedges planted to date (not including added this year)... | 4.0 miles |
| Routine maintenance on King's Highways..... | 557.35 miles |
| Development roads built..... | 2.0 miles |
| Maintenance of scale houses—Total number..... | 2 |

DIVISION NO. 2 — LONDON

Construction

Twenty-two separate projects were handled in a satisfactory manner, with emphasis on Highway Nos. 2 and 3, in bringing them up to Class "A" standard. In this division there is a shortage of gravel deposits which means a scarcity of granular base and to obtain this material entails long hauls. There was trouble in preventing the intermixture of shouldering material with granular "B". The heavy equipment caused crumbling of the granular and decreased its effective depth along the outer edges of the pavement. This needed continuous watching.

Due to wet weather, during part of the summer, work was late in starting and consequently some contracts were not completed. Many fills required a temporary coating of hot mix to carry traffic through the winter and this proved satisfactory. Under heavy fills some subgrade troubles were encountered. Under one 50' fill, movement of the original soil caused a culvert to collapse. It was replaced in another location by tunneling through the fill on an undisturbed portion of the original surface. This is satisfactory and the method did not interfere with highway traffic. Regarding further improvements in Highway No. 2, London to Woodstock, they appear to be in abeyance due to the uncertainty of location and time of construction of the Windsor-Toronto Dual Highway. A special effort was made to place telephone and hydro poles as far from the centre line of the highway as possible and the co-operation of both telephone and hydro companies was excellent.

Maintenance

Many minor repairs to old pavements were necessary and for the most part were done by labour forces. Greater efficiency is gradually being obtained. The work was expedited by the addition of new equipment, including trucks and a distributor with hand spray and spray-bar for skin patching.

In built-up areas it is difficult to maintain shoulders and old pavements require a lot of maintenance due to heavy truck traffic. Where modern construction methods have been carried out frost heaves are practically eliminated.

A central garage and storage building and a modern paint shop were built and it is anticipated that this will aid the operations of the maintenance department. Further sub-division structures are proposed at appropriate locations to store and protect division equipment.

A Brantford-Anthony Sander was received but most of the sanding and chemical treatment were done by day labour. A salt storage shed was built at Paris and it is expected other salt storage buildings at central points will be erected so chemicals can be stored during the summer in the period of easy supply. Bulk chemicals are preferred.



New Department garage near Lambeth, on No. 2 Highway



Zone striping, No. 2 Highway, 1 mile west of Princeton

The only maintenance problem was due to freezing and thawing which necessitated a large amount of patching but adequate stock-piles of cold mix, except during periods of low temperature, proved satisfactory. A local contractor provided a cold mix of screening and M.C.2 which required little rolling and unskilled labour only was required.

Several drainage problems were carried out with the co-operation of townships and ratepayers.

Contract work consisted of placing prime dust layer and a small amount of surface treating. One section of road was primed and surface treated and proved fairly successful during the winter, although during the rainy season difficulties were encountered and this type of surface treating is not to be recommended except under special conditions.

Grading and Culverts

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|--------------|
| 2—Woodstock to Ingersoll..... | 1950 | ..... | 2.0 | Incomplete |
| 2—Simms Hill..... | 1951 | 1951 | 0.3 | |
| 2—Three-quarter mile west of Simms Hill..... | 1951 | 1951 | 0.13 | |
| 2—Lambeth to Melbourne..... | 1950 | 1951 | ..... | Shouldering |
| 2—Melbourne to Kent County line..... | 1951 | 1951 | 13.0 | |
| 22—Hickory Corner to Lambton County line..... | 1951 | ..... | 12.0 | |
| 73—Hamilton Road to Elgin County line..... | 1951 | ..... | 3.7 | 60% complete |
| 3—Wallacetown to Eagle..... | 1951 | ..... | 1.5 | Incomplete |
| 3—Shedden to Iona..... | 1951 | ..... | 1.0 | Incomplete |
| 3—Simcoe westerly..... | 1951 | ..... | 3.2 | |
| | | | 36.83 | |

Granular Base (New Grading)

| | | | | |
|--|------|-------|------|------------|
| 2—Woodstock to Ingersoll..... | 1950 | ..... | 2.0 | Incomplete |
| 2—Simms Hill..... | 1951 | 1951 | 0.3 | |
| 2—Three-quarter mile west of Simms Hill..... | 1951 | 1951 | 0.3 | |
| 2—Melbourne to Kent County line..... | 1951 | ..... | 11.0 | Incomplete |
| 22—Hickory Corner to Highway No. 7..... | 1950 | 1951 | 14.0 | |
| 73—Hamilton Road to Elgin County line..... | 1951 | ..... | 3.7 | Incomplete |
| 3—Wallacetown to Eagle..... | 1951 | ..... | 1.5 | Incomplete |
| 3—Shedden to Iona..... | 1951 | ..... | 1.0 | Incomplete |
| 3—Simcoe westerly..... | 1951 | ..... | 3.2 | Incomplete |
| | | | 37.0 | |

Gravelling Contracts (Not Including Granular Base)

| | | | | |
|-------------------------------|------|------|------|-------------|
| 74—Belmont to New Sarum..... | 1951 | 1951 | 2.5 | |
| 80—Glencoe to Alvinston..... | 1951 | 1951 | 10.0 | |
| 81—Strathroy to Parkhill..... | 1951 | 1951 | 15.5 | |
| | | | 28.0 | 20,000 tons |

Bituminous Resurfacing of Old Pavements

| | | | | |
|--------------------------------------|------|------|-------|---------------|
| 2—Brantford to Paris..... | 1951 | 1951 | 5.7 | 18,881.1 tons |
| 2—Paris to Eastwood..... | 1950 | 1951 | 9.53 | 37,159.35 " |
| 2—Woodstock to Ingersoll..... | 1950 | 1951 | 4.0 | 12,804.45 " |
| 2—Melbourne to Kent County line..... | 1951 | 1951 | 13.36 | 57,911.55 " |
| 3—Aylmer easterly..... | 1951 | 1951 | 6.0 | 17,163.30 " |
| 4—Elginfield to Lucan..... | 1951 | 1951 | 3.32 | 6,842.05 " |
| 59—Woodstock southerly..... | 1951 | 1951 | 4.1 | 5,205.15 " |
| | | | 46.01 | 155,966.95 " |

Bituminous Surface Treatment

| | | | | |
|--|-------|-------|-----|--|
| 73—Harrietsville to Lyons Corners..... | | | 3.5 | |
|--|-------|-------|-----|--|

Bridges Built

| | | | | |
|--------------------------------|------|------|--------|-----------------|
| 74—New Sarum to Nilestown..... | 1950 | 1951 | 1 only | Mapleton Bridge |
|--------------------------------|------|------|--------|-----------------|

Bituminous Prime on Gravel Surfaces

| | |
|---|------|
| 7—Ailsa Craig to Highway 81 | 4.0 |
| 73—Lyons to Harrietsville | 3.5 |
| New Sarum to Belmont | 7.5 |
| 80—Highway 80, Glencoe to Alvinston | 10.7 |
| Strathroy to Highway 7 | 15.2 |

Calcium Used for De-Icing

40.9

| | |
|---|----------|
| Highway 59, Woodstock to Delhi; Highway 3, Delhi to Aylmer; Highway 3, Aylmer to St. Thomas; Highway 2, London to Ingersoll; Highway 2, Paris to Princeton; Highway 2, Paris to Brantford | 350 tons |
|---|----------|

Salt for De-Icing

| | |
|-----------------------------|------------|
| All Roads in Division | 8,000 tons |
|-----------------------------|------------|

Crushed Gravel and Stone on Roads

| | |
|---|-------------|
| Crushed gravel and stone on roads | 20,005 tons |
|---|-------------|

Right-of-Way Fences Erected

| | |
|--------------------------------|----------|
| Highways 2, 3, 4, and 73 | 49 miles |
|--------------------------------|----------|

Table Showing Totals Covering Work Done on Division No. 2

| | |
|---|------------------------|
| Calcium dust layer for de-icing roads | 350 tons |
| Salt used for de-icing roads | 8,000 tons |
| Crushed gravel and stone | 20,005 tons—15.5 miles |
| Right-of-way fences erected | 49 miles |
| Snow fences erected, dismantled and stored | 40 miles |
| Sand for winter maintenance | 35,000 tons |
| Roads snow-plowed and kept open | 479 miles |
| Shrubs received from D.H.O. nursery at London—number | 3,364 |
| Maintenance of roadside picnic places—Total number | 90 |
| Number added 1951 | 15 |
| Maintenance of tables and benches in roadside places | 140 |
| Maintenance of tables and benches in off-road parks | 4 |
| Maintenance of off-road areas | 4 acres |
| Maintenance of snow hedges planted to date—Total number | 8 |
| Snow hedges added in 1951 | 1½ mile |
| Routine maintenance on King's Highways | 479 miles |
| Maintenance of scale houses—Number | 1 |

DIVISION NO. 3 — STRATFORD**Construction**

Grading was completed on the following highways, some of which had been partially completed the previous year: Highway No. 21, Bayfield north 6 miles; Highway No. 19, Milverton north 5.5 miles; Highway No. 23, Russelldale south 7.6 miles; Highway No. 86, Lucknow east 5.5 miles; Highway No. 87, Harriston west 8.6 miles. Grading operations were commenced on the following highways: Highway No. 86, Listowel westerly 6 miles, grading 60% completed, culvert 100% completed. On Highway No. 97, 5 miles east of Hickson to 10.2 miles east, grading nil—culverts 100%. On Highway No. 85, grading and culvert construction was completed on portions totalling 4 miles from Waterloo to Elmira, thus making 9 miles ready for paving and resurfacing next year under the same contract. At St. Jacobs a diversion for 1 mile of Highway No. 85 north of the Conestoga River was started and work completed except for placing of granular base and trimming. When completed this diversion eliminates a dangerous approach from the north to the bridge over the Conestoga River.

On Highway No. 21 three miles north of Grand Bend a large culvert extension was completed ready for a stream diversion to be made next year. On Highway No. 84 three new culverts and necessary approaches were constructed, replacing narrow structures at Zurich, 2 miles east of Zurich and St. Joseph.



Near bridge, on No. 4 Highway at Wingham

Hot mix pavement was laid on recently reconstructed grades on Highway No. 21, Bayfield to Goderich 8 miles, and Highway No. 86, Lucknow to Amberley 12.0 miles, thereby eliminating, when completed, 20 miles of gravel road in the division. On Highway No. 19 the balance of paving of 14 miles of the west lane was completed between Milverton and Stratford.

Shoulders and slopes on all completed grading were stabilized by grass seeding and straw or bituminous mulch operations carried out by division forces.

One equipment storage house was built at Lucknow. At the C.N.R. crossing of Highway No. 7, west of Guelph, flashing lights were installed.

Maintenance

In addition to normal maintenance operations, division forces carried out the following operations: Roadside grading, repair of erosion and ditching on Highway No. 86, between Amberley and Lucknow; Highway No. 19, between Stratford and Milverton; Highway No. 23, between Listowel and Palmerston; placed pit run gravel on Highway No. 86, from Dorking to Elmira; placed bituminous road mix mulch on Highway No. 87, Wroxeter westerly; constructed a new division garage building and paint shop building in Stratford and a new heated patrol storage building in Lucknow, Highway No. 86.

A heavier application of cover sand, 50 cubic yards per mile, was applied by contract over bituminous priming operations which resulted in a greatly improved riding surface requiring decidedly less patching maintenance and a more durable surface.

General weed spraying over all right-of-way for the third consecutive year showed positive results that allowed us to cease spraying operations during the

dry months of July and August. We have found that an early spraying program, commencing the first of May, produces the best results. Late August and early September spraying may be required to control second growth wild carrot.

It is found that spring and early summer grass seeding on slopes covered with bituminous membrane, produced rapid germination and early growth which later was burned off by the heat of the direct sun absorbed by the bituminous black surface. To save such areas, straw mulch was placed over the bituminous treated surfaces with good results. Seeded areas not mulched by straw did not survive. Other seeded areas were covered only with straw mulch with very successful results. From our experience it would appear that it is not advisable to apply bituminous membrane over seeded slopes during the spring and early summer but instead to use a hay or straw mulch, approximately 1" to 2" thick. Bituminous membrane treatment should be confined to late fall seeding operations on slopes.

WINTER MAINTENANCE—Salt is being used more extensively providing quicker results. However, unless the temperature is relatively high (30 degrees Fahrenheit) sand must be applied when afternoon or night treatment is required. Patrols now maintain a crew 24 hours a day.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|-------------------|
| Grading and Culverts | | | | |
| 21—Bayfield northerly..... | 1949 | 1951 | 3.0 | |
| 19—Milverton northerly..... | 1950 | 1951 | 5.5 | |
| 23—Russeldale southerly..... | 1950 | 1950 | 7.6 | |
| 86—Lucknow easterly..... | 1950 | 1950 | 5.5 | |
| 87—Harriston westerly..... | 1950 | 1951 | 8.6 | |
| Rau Bridge over Nith River approaches..... | 1949 | 1951 | | |
| 86—Listowel to Molesworth..... | 1950 | | | Culverts complete |
| 97—5 miles east of Hickson to 15.2 miles easterly. | 1951 | | | Grad. 60% comp. |
| 85—Waterloo to Elmira..... | 1951 | | | Culverts complete |
| | | | | Culverts and |
| | | | | grading complete |
| 85—St. Jacobs Diversion..... | 1951 | | | Culverts complete |
| | | | | Grading 90% |
| | | | 30.2 | |
| Granular Base (New Grading) | | | | |
| 21—Bayfield northerly..... | 1950 | 1951 | 3.0 | |
| 23—Russeldale southerly..... | 1950 | 1951 | 7.6 | |
| 86—Lucknow easterly..... | 1950 | 1951 | 5.5 | |
| 87—Harriston westerly..... | 1950 | 1951 | 8.6 | |
| 85—Waterloo to Elmira..... | 1951 | 1951 | 4.0 | |
| | | | 28.7 | |
| Gravelling Contracts (Not Including Granular Base) | | | | |
| 19—Milverton to Tralee..... | 1951 | 1951 | 9.0 | 2,000 tons |
| 21—St. Joseph to Bayfield..... | 1951 | 1951 | 10.0 | 15,000 tons |
| 23—Elginfield to Woodham..... | 1951 | 1951 | 9.0 | 5,000 tons |
| 83—Russeldale to Dashwood..... | 1951 | 1951 | 20.0 | 12,000 tons |
| 84—Hensall to St. Joseph..... | 1951 | 1951 | 10.0 | 8,000 tons |
| 86—Highway No. 7 to Whitechurch..... | 1951 | 1951 | 42.0 | 38,000 tons |
| 97—Hickson to Roseville..... | 1951 | 1951 | 19.0 | 10,000 tons |
| 100—Thamesford to Highway No. 7..... | 1951 | 1951 | 14.5 | 10,000 tons |
| | | | 133.5 | 100,000 tons |

Bituminous Hot-Mix Pavement

| | | | |
|---|----------------------|-------------|-------------------|
| 21—Bayfield northerly | 1951 (8 mi. of base) | 4.0 (top) | 21,000 tons |
| 86—Lucknow to Amberley | 1951 1951 | 12.0 | 36,000 tons |
| 19—Stratford to Milverton (10' west lane only) .. | 1951 1951 | 1.65 | 6,000 tons |
| | | <hr/> 17.65 | <hr/> 63,000 tons |

Bituminous Road-Mix Mulch Surface

| | | | |
|----------------------------|----------------|-----|------------|
| 87—Wroxeter westerly | 1951 1951 | 1.8 | 2,700 tons |
|----------------------------|----------------|-----|------------|

Bituminous Resurfacing of Old Pavements

| | | | |
|-----------------------------|----------------|-----|-------------------------------|
| 21—Goderich southerly | 1951 | 4.5 | 6,000 tons (base complete) |
|-----------------------------|----------------|-----|-------------------------------|

Bituminous Surface Treatment

| | | | |
|-------------------------------|----------------|-------------|--|
| 4—Blyth north and south | 1951 1951 | 6.45 | |
| 86—Listowel easterly | 1951 1951 | 5.4 | |
| | | <hr/> 11.85 | |

Bituminous Prime on Gravel Surfaces

Highway 4—Wingham southerly 0.75 miles; No. 8, Kitchener—Centreville 1.5 miles; No. 19, Milverton—Tralee 9.4 miles.
 Highway 21—Bayfield northerly 9.0 miles; Highway 23, Elginfield—Russeldale 17.3 miles; No. 83, Russeldale—Dashwood west 19.9 miles; No. 84, Hensall—St. Joseph 9.7 miles; No. 86, No. 7, Amberly 70.93 miles; No. 87, Harriston—Wroxeter west 12.80 miles; No. 97, Hickson—Roseville west 18.5 miles; No. 100, Thamesford—Highway 7, 14.5 miles Total miles—184.28.

Calcium Dust Layer

On all gravel roads with spring gravelling—184.28 miles..... 520 tons

Calcium for De-Icing

Salt for de-icing..... 75 tons

Crushed Gravel and Stone on Roads

Kitchener (stockpiled) 500 cubic yards; No. 86, Elmira—Dorking (on road), 2,680 cubic yards, 4,000 tons.

Right-of-Way Fences Erected

Highway 4—Clinton—Highway 9, 1,751 rods; No. 7, Guelph—Perth, 39 rods; No. 8, Stratford—Goderich, 432 rods.
 Highway 9—Arthur—Walkerton, 290 rods; No. 21, north of Bayfield—Amberly, 15 rods; No. 23, Mitchell to Listowel, 983 rods.
 Highway 24—Galt—Guelph, 20 rods; No. 83, Russeldale—Exeter, 300 rods; No. 84, Hensall—St. Joseph, 360 rods.
 Highway 85—Waterloo—Elmira, 1,850 rods; No. 86, Listowel—Amberly, 5,932 rods; No. 87, Harriston—Bluevale, 1,526 rods.
 Highway 97—Hickson—Oxford and Waterloo boundary, 360 rods; No. 100, Thamesford—Highway No. 7, 100 rods. Total 13,958 rods—43.6 miles.

Table Showing Totals Covering Work Done on Division No. 3

| | |
|--|--------------|
| Calcium dust layer on gravel surfaces..... | 520 tons |
| for de-icing roads..... | 75 tons |
| Salt used for de-icing roads..... | 7,100 tons |
| Crushed gravel and stone..... | 200,000 tons |
| Right-of-way fences erected..... | 43.6 miles |
| Snow fences erected, dismantled and stored..... | 240 " |
| Sand for winter maintenance..... | 33,000 tons |
| Roads snow-plowed and kept open..... | 578 miles |
| Equipment storage houses erected—Total number..... | 16 |
| Number added in 1951..... | 1 |
| Shrubs received from D.H.O. nursery at Midhurst and other nurseries— | |
| Total number..... | 3,000 |
| Number added in 1951..... | 2,370 |
| Maintenance of roadside picnic places—Total number..... | 158 |
| Number added in 1951..... | 11 |
| Maintenance of tables and benches in roadside places..... | 220 |
| Maintenance of snow hedges planted to date..... | 7 20 miles |
| Snow hedges added 1951..... | 10 miles |
| Routine maintenance on King's Highways..... | 587.0 miles |

DIVISION NO. 4 — HAMILTON

Construction

A heavy construction programme was carried out during the year but as many contracts were not commenced until late in the season, the result is a heavy carry-over to be completed in 1952 and any carry-overs from the previous years were completed early in the season.

All the work during 1951 was distributed on the more heavily travelled highways within the division and in line with the Department's policy of improving main trunk highways and while heavy week-end traffic resulted in a five-day work week, much was accomplished.

Work carried out and brought to completion consisted of 20.0 miles of new class "A" grading and culverts, 31.25 miles of granular base, 1 mile of 44' concrete pavement, 48.40 miles of new hot mix pavement, 21.2 miles of hot mix resurfacing on old pavement and the construction of 2 concrete rigid frame structures.

Modern equipment was used throughout all work, the results obtained were good and a very definite improvement to the division and provincial road system.

Maintenance

Routine maintenance was done on all highways throughout the division, with shoulders and pavement edges receiving special attention. Winter maintenance was expanded and speeded up by the letting of an additional sanding contract and the use of five new type salt and sand spreaders. The latter not only gave us much better control of the materials used, but also greatly increased the speed of application, which is essential for ice control.

Surface treatment was applied to 41.6 miles of old pavement and 22.30 miles were resurfaced with bituminous cold mix asphalt by day labour gangs. Thirty-nine and four-tenths miles of gravel roads were primed with asphalt, and two miles treated with calcium chloride.

A new scale house was erected on the Queen Elizabeth Highway at Fort Erie and a snow plow shed was dismantled on Highway No. 3A north of Welland and re-erected on Highway No. 20 at the Welland County line. Some necessary repairs were made on a few of the older plow sheds. Coal stoves were removed as a safety measure, from the scale houses and a couple of bunk-houses and replaced with space oil heaters. To reduce fire hazard, the division garage was given a complete inside painting with fire resistant paint.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|--------------|
| Grading and Culverts | | | | |
| 2—Brant County line to Duff's Corners..... | 1951 | 1951 | 2.0 | 45% complete |
| 3—Jarvis to Simcoe..... | 1951 | .... | 6.0 | 55% " |
| 5—Highway No. 24 easterly 10 miles..... | 1951 | .... | 5.0 | 50% " |
| 56—Blackheath to Highway No. 3..... | 1951 | .... | 7.0 | 80% " |
| | | | 20.0 | |
| Granular Base (New Grading) | | | | |
| 2—Brant County line to Duff's Corners..... | 1951 | .... | 2.0 | 45% " |
| 3—Jarvis to Simcoe..... | 1951 | .... | 6.0 | 55% " |
| 5—Highway No. 24 easterly 10 miles..... | 1951 | .... | 5.0 | 50% " |
| 56—Blackheath to Highway No. 3..... | 1951 | .... | 7.0 | 80% " |
| | | | 20.0 | |

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|---------------------|
| Granular Base (No Grading) | | | | |
| 99—Highway No. 24 easterly 4.75 miles..... | 1951 | 1951 | 4.75 | |
| 57—Bismarck to Beckett's Bridge..... | 1951 | 1951 | 2.5 | |
| 5—Clappison's Corners to Waterdown..... | 1951 | ..... | 2.0 | 90% complete |
| 54—Caledonia to Cayuga..... | 1951 | 1951 | 2.0 | |
| | | | 11.25 | |
| Bituminous Hot-Mix Pavement | | | | |
| 2—Cainsville to Brant County line..... | 1950 | 1951 | 5.2 | Base and top course |
| 6—Guelph southerly 6 miles..... | 1950 | 1951 | 6.0 | Top course only |
| 25—Milton to Acton..... | 1950 | 1951 | 10.7 | Base and top course |
| 5—Clappison's Corners to Waterdown..... | 1951 | ..... | 2.0 | Base only |
| 5—6.5 miles west of Highway 24, westerly 3.5 miles..... | 1951 | ..... | 3.5 | Base only |
| 2—Duff's Corners to Brant County line..... | 1951 | ..... | 1.5 | Base only |
| 3—Jarvis to Simcoe..... | 1951 | ..... | 6.0 | Base only |
| 54—Caledonia to Cayuga..... | 1951 | 1951 | 11.0 | Base and top course |
| 57—Bismarck to Beckett's Bridge..... | 1951 | ..... | 2.5 | Base only |
| | | | 48.4 | |
| Bituminous Cold-Mix Surface | | | | |
| 3A—Chamber's Corners to Turner's Corners.... | 1951 | 1951 | 1.5 | |
| 5—Clappison's Corners to Peter's Corners..... | 1951 | 1951 | 2.0 | |
| 6—Millgrove to Puslinch..... | 1951 | 1951 | 3.0 | |
| 6—Jarvis to Port Dover..... | 1951 | 1951 | 2.5 | |
| 8—Dundas to Peter's Corners..... | 1951 | 1951 | 1.7 | |
| 20—Burlington to Lincoln line..... | 1951 | 1951 | 6.3 | |
| 53—Elfrida to Duff's Corners..... | 1951 | 1951 | 1.8 | |
| QEW—Jordan to St. David's Sand Place..... | 1951 | 1951 | 3.5 | |
| | | | 22.3 | 11,490 tons |
| Bituminous Resurfacing of Old Pavements | | | | |
| 8—Galt southerly 6 miles..... | 1950 | 1951 | 6.0 | Top course only |
| 20—Bismarck to 2.5 miles west of Smithville.... | 1950 | 1951 | 4.5 | Base and top course |
| 58—Port Colborne to Welland..... | 1951 | 1951 | 7.0 | Base and top course |
| 6—Clappison's Corners to Wolfe Island..... | 1951 | 1951 | 1.1 | Base and top course |
| 25—Highway No. 5 to Queen Elizabeth Way.... | 1951 | 1951 | 2.6 | Base and top course |
| | | | 21.2 | |
| Highway Bridges Built | | | | |
| 2—Fairchild Creek..... | 1950 | 1951 | | Brant County |
| 54—Black Creek..... | 1950 | 1951 | | Haldimand " |
| Concrete Pavement Built | | | | |
| 2—44 feet wide (undivided) Mausoleum Curve, Hamilton..... | 1950 | 1951 | 1.0 | |
| Bituminous Surface Treatment (all in 1951) | | | | |
| 3A—Chamber's Corners to Beckett's Bridge, 3.0 miles; No. 6, Hagersville south limits to Jarvis north limits, 5.2 miles; Jarvis to Port Dover, 5.9 miles; Caledonia to Hamilton 5.8 miles. | | | | |
| 7—Acton to Norval, 11.2 miles; No. 25, Palermo to Milton, 8.0 miles; Highway 55, Hamilton southerly 2.5 miles. Total 41.6 miles—5,372.55 tons. | | | | |
| Bituminous Prime or Gravel Surfaces (all in 1951) | | | | |
| 52—Highway No. 2 to Highway No. 97, 11.7 miles; No. 54, Onondaga—Caledonia, 8.67 miles; No. 97, Freeleton to Waterloo line, 12.0 miles; No. 99, Copetown to Highway No. 24, 7.03 miles. Total 39.4 miles—2,000 tons. | | | | |
| QEW—Scale house built, 1951, at Fort Erie. | | | | |
| Table Showing Totals Covering Work Done on Division No. 4 | | | | |
| Calcium dust layer on gravel surfaces..... | | | | 12.00 miles |
| Salt used for de-icing roads..... | | | | 7,100 tons |
| Crushed gravel and stone..... | | | | 207,660.72 tons |

| | |
|---|--------------|
| Right-of-way fences erected..... | 23.50 miles |
| Snow fences erected, dismantled and stored..... | 80.50 miles |
| Sand for winter maintenance..... | 78,500 tons |
| Roads snow-plowed and kept open..... | 601.12 miles |
| Equipment storage houses erected—Total number..... | 51 |
| Maintenance of tables and benches in roadside places..... | 25 |
| Maintenance of tables and benches in off-road parks..... | 22 |
| Maintenance of off-road areas..... | 2 acres |
| Maintenance of snow hedges planted to date..... | 2 miles |
| Routine maintenance of King's Highways..... | 601.12 miles |
| Mining roads built..... | 5 |
| Maintenance of scale houses..... | 1 |

DIVISION NO. 5 — OWEN SOUND

Construction

No exceptional difficulties were encountered during the year under review.

33.37 miles of grading, granular base and culverts were carried out on Highways Nos. 6, 10, 24 and 26. Channelization was started at the junction of Highway Nos. 10 and 6 in the village of Chatsworth.

19.87 miles of bituminous hot mix pavement was laid on Highways 6, 10 and 26. One contract of 15 miles bituminous hot mix pavement on Highway No. 24 was not started.

A very competent survey of the construction contracts was made by the soils branch and excellent co-operation was received from them. As a result our recently constructed roads have come through the winter season in very good condition.

Maintenance

Routine summer and winter maintenance was carried out on the division during the past year.

A section of roadway carrying single lane traffic, 9 miles south of Tobermory, Highway No. 6 was widened out for about 1,000' to carry two lane traffic and two 48" corrugated iron pipes installed to replace a small timber trestle bridge.

Bituminous mulch membrane and straw mulch seeding carried out on Highway No. 5 recently completed grading contracts.

Shoulders were scalped and ditching done on approximately 50 miles throughout the division.

A new division garage, paint shop and heated storage building were completed, and construction of a cold storage building commenced.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Total Miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|---------|
| Grading and Culverts | | | | | |
| 24—5 miles east of Guelph easterly..... | 1950 | 1951 | 4.5 | 4.5 | |
| 24—Horning's Mills north and south..... | 1950 | 1951 | 5.0 | 5.0 | |
| 26—Meaford westerly..... | 1950 | 1951 | 0.5 | 7.0 | |
| 6—Hepworth southerly..... | 1950 | .... | 4.0 | 5.5 | |
| 6—Arthur northerly..... | 1949 | 1951 | 0.5 | 8.0 | |
| 10—Sligo Hill northerly..... | 1950 | 1951 | .87 | 1.87 | |
| 24—11.7 miles east of Guelph easterly..... | 1950 | .... | 0.5 | 0.5 | |
| 9—Jct. Highway No. 4 to Highway No. 9 to 1 mile west of Bervie..... | 1950 | .... | 11.0 | 11.0 | |
| 6 & 10—Chatsworth to Owen Sound..... | 1951 | .... | 6.5 | 6.5 | |
| | | | 33.37 | | |



Pavement and Zone Striping on Sligo Hill, No. 10 Highway south of Caledon



Craigleith roadside park, on No. 26 Highway 7 miles west of Collingwood

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Total Miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|---------|
| Granular Base (New Grading) | | | | | |
| 24—5 miles east of Guelph easterly..... | 1950 | ..... | 4.5 | | |
| 24—Horning's Mills north and south..... | 1950 | 1951 | 5.0 | | |
| 6—Hepworth southerly..... | 1950 | ..... | 4.0 | | |
| 10—Sligo Hill northerly..... | 1950 | 1951 | 1.87 | | |
| 24—11.7 miles East Guelph easterly..... | 1950 | ..... | 0.5 | | |
| 9—Jct. 4 and 9, 1 mile east of Bervie..... | 1950 | ..... | 11.0 | | |
| 6 & 10—Chatsworth to Owen Sound..... | 1951 | ..... | 6.5 | | |
| | | | 33.37 | | |
| Gravelling Contracts | | | | | |
| 24—Guelph to Orangeville..... | 1951 | 1951 | 30.08 | 20,038 | tons |
| 4—Flesherton to Durham..... | 1951 | 1951 | 14.25 | 10,004 | tons |
| 6—Warton northerly..... | 1951 | 1951 | 40.36 | 24,908 | tons |
| 9—Orangeville easterly..... | 1951 | 1951 | 11.70 | 10,031 | tons |
| | | | 96.39 | 64,981 | tons |
| Grading and Paving Contracts | | | | | |
| 6—Hepworth southerly..... | 1950 | ..... | 5.0 | 18,000 | tons |
| 6—Arthur northerly..... | 1949 | 1951 | 8.0 | 15,010 | tons |
| 10—Sligo Hill northerly..... | 1950 | 1951 | 1.87 | 3,114 | tons |
| 6 & 10—Chatsworth to Owen Sound..... | 1951 | ..... | 6.5 | 11,000 | tons |
| 24—Horning's Mills north and south..... | 1950 | 1951 | 5.0 | 16,870 | tons |
| 26—Meaford westerly..... | 1951 | 1951 | 7.0 | 14,219 | tons |
| | | | 33.37 | 78,213 | tons |
| Bituminous Hot-Mix Pavement | | | | | |
| 26—Meaford westerly..... | 1951 | 1951 | 7.0 | 22,200 | tons |
| 6—Arthur northerly..... | 1951 | 1951 | 8.0 | 20,696 | tons |
| 6—Chatsworth to Owen Sound..... | 1951 | ..... | 3.0 | 3,800 | tons |
| 10—Sligo Hill northerly..... | 1951 | 1951 | 1.87 | 5,480 | tons |
| | | | 19.87 | 52,176 | tons |
| Bituminous Surface Treatment | | | | | |
| 24—Collingwood southerly..... | 1951 | 1951 | 5.0 | | |
| 24—Horning's Mills north and south..... | 1951 | 1951 | 6.0 | | |
| | | | 11.0 | | |
| Bituminous Prime on Gravel Surfaces | | | | | |
| Highway 4—Durham to Flesherton, 14.25 miles; Highway 6, junction 21 and 6, to Hepworth and Warton north, 46.3 miles. | | | | | |
| Highway 9—Orangeville east, 11.7 miles; Highway 21, Southampton cut-off, 2.52 miles; No. 24, Guelph to Orangeville and north of Horning's Mills to south of Singhampton, 37.13 miles; No. 51, junction Highway 24 to Caledon, 2.5 miles. | | | | | |
| Highway 89—Primrose east, 8.37 miles; No. 91, Stayner—Duntroon, 4.92 miles. | | | | | |
| Total mileage..... | | | | 127.73 | miles |
| Calcium dust layer, 9.6 miles..... | | | | 480 | tons |
| Salt for de-icing..... | | | | 6,500 | tons |
| Right-of-Way Fences Erected | | | | | |
| Bruce County, 23.35 miles; Dufferin County, 6.9 miles; Grey County, 8.9 miles; Peel County, 3.25 miles; Simcoe County, .95 miles; Wellington County, 19.8 miles. | | | | | |
| Total..... | | | | 63.15 | miles |
| Tables Showing Totals Covering Work Done on Division 5 | | | | | |
| Calcium dust layer on gravel surfaces..... | | | | 480 | tons |
| Salt used for de-icing roads..... | | | | 6,500 | tons |
| Crushed gravel and stone..... | | | | 143,104 | tons |
| Right-of-way fences erected..... | | | | 63.15 | miles |
| Snow fences erected, dismantled and stored..... | | | | 198.5 | tons |
| Sand for winter maintenance..... | | | | 4,000 | tons |
| Roads snow-plowed and kept open..... | | | | 492.74 | miles |

| | |
|---|--------------|
| Equipment storage houses erected—Total number..... | 10 |
| Number added in 1951..... | 1 |
| Shrubs received from D.H.O. nursery at Midhurst..... | 15,686 |
| Maintenance of roadside picnic places—Total number..... | 86 |
| Number added in 1951..... | 16 |
| Maintenance of tables and benches in roadside places..... | 122 |
| Maintenance of tables and benches in off-road parks—Total number..... | 85 |
| Number added in 1951..... | 3 |
| Maintenance of off-road areas..... | 36.5 acres |
| Maintenance of snow hedges planted to date..... | 13.70 miles |
| Snow hedges added in 1951..... | 2.50 miles |
| Routine maintenance on King's Highways..... | 492.74 miles |
| Maintenance of scale houses—Total number..... | 2 |

DIVISION NO. 6 — TORONTO

Construction

Asphalt curb and gutter and shoulder widening were carried out on Highway No. 2 between Port Credit and Clarkson. On Highway No. 5 from Erindale to Cooksville regrading, granular base and culvert construction was carried out and a bituminous hot mix surface was laid. At the same time the bridge at Summerville was redecked and widened to the south, the approaches being widened and paved with bituminous hot mix. During this period construction work on Highway No. 7 east of Yonge Street commenced in 1950 and consisting of grading, granular base, culverts and paving operations, was continued between Langstaff and Unionville and was completed except for ditching and shouldering. At the same time on Highway No. 7 west of Yonge Street similar construction was carried out commencing at Thornhill and going to the junction of the new Toronto-Barrie Highway; grading, granular base and paving with bituminous hot mix and culverts, construction was 85% completed and for a width of 22 feet was completed except at the cloverleaf at the Toronto-Barrie Highway. Shoulders remain to be completed. Culvert construction was commenced at the Painswick and St. Paul's diversions. 650 lineal feet of sewer, manholes and catch basins were constructed on Highway No. 11 at Ivor Road in North York Township, to improve drainage there. One culvert was extended north of Brechin on Highway No. 12.

Considerable work was undertaken on Highway No. 27. The Rowell and Schomberg diversions constructed last year, were paved with bituminous hot mix for 22' width. From Schomberg to Thornton was paved, reshouldered and reditched, granular based where necessary. Resurfacing was carried out at Bell's Lake and elsewhere on Highway No. 27. On Highway No. 47 grading, granular base and culvert construction was carried out between Lincolnville and Goodwood. Grading and culvert construction was commenced on Highway No. 49 from Kleinberg to Highway No. 50.

Dixie Side Road approaches to the Queen Elizabeth Way were relocated, graded, granular base laid and paved with bituminous hot mix. Accelerating and decelerating lanes at the Burlington Cloverleaf on the Queen Elizabeth Way were graded and paved with asphalt.

Maintenance

Routine maintenance was carried out on all highways and in addition the new Toronto-Barrie Highway and the new road from Brechin to Washago were included in winter maintenance. Crushed gravel surface was placed on Highway No. 69 and also on Highway No. 50 from Bolton to Highway No. 9, the latter



Spreading salt, No. 2 Highway near Rouge River



Grading at Keele Street Underpass, Toronto By-Pass

stretch being converted at a later date to bituminous mulch. Highway No. 12 from Price's Corners to Coldwater was surface treated. Gravel surfaces were given a prime dust layer coating and 120 tons of calcium chloride were spread on other gravelled roads.

A total of 123,615 tons of crushed stone and gravel was placed on various highways. Necessary seeding and sodding were done on Highways No. 5, No. 11 and No. 27. A new wooden deck was laid on Hogg's Hollow Bridge on Highway No. 11. Two new plow sheds were constructed during this period, a shed 42'x54' at Barrie and a shed 41'x93' at Port Credit, in each case the heating is still to be installed. Double flashing lights were installed at two railway crossings, one at Coventry Road on the Queensway and the other at Unionville on Highway No. 7.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|------------------------|
| Grading and Culverts | | | | |
| QEW—Approaches Dixie Side Road..... | 1951 | 1951 | .20 | Grading only |
| QEW—Burlington Ac. and Dec. lanes..... | 1951 | 1951 | .23 | Grading only |
| 5—Summerville Bridge..... | 1951 | 1951 | .09 | Grading only |
| 49—Kleinburg to Highway No. 50..... | 1951 | .... | 1.66 | Regrading and culverts |
| 7—Langstaffe easterly..... | 1950 | 1951 | 1.89 | Regrading and culverts |
| 7—Thornhill—Jct. Toronto—Barrie Hwy. | 1951 | 1951 | 6.20 | Regrading and culverts |
| 47—Lincolnvill to Goodwood..... | 1951 | 1951 | 3.03 | Regrading and culverts |
| 5—Erindale to Cooksville..... | 1951 | 1951 | 3.33 | Regrading and culverts |
| 11—Painiswick to St. Pauls..... | 1951 | .... | .... | Culverts |
| 12—North of Brechin..... | 1951 | 1951 | .... | Culverts |
| QEW—At Dixie Side Road..... | 1951 | .... | .... |  |
| | | | 16.63 | |
| Granular Base (New Grading) | | | | |
| QEW—Burlington Ac. and Dec. lanes..... | 1951 | 1951 | 0.23 | |
| QEW—Dixie Side Road approaches..... | 1951 | 1951 | 0.20 | |
| | | | 0.43 | |
| Granular Base (No Grading) | | | | |
| 27—Schomberg to Newton Robinson..... | 1951 | 1951 | 3.57 | |
| 27—Newton Robinson to Thornton..... | 1950 | 1951 | 4.78 | |
| 5—Erindale to Cooksville..... | 1951 | 1951 | 1.04 | |
| 47—Lincolnvill to Goodwood..... | 1951 | 1951 | 3.03 | |
| 5—Summerville Bridge..... | 1951 | 1951 | 0.25 | |
| 7—Langstaffe easterly..... | 1950 | 1951 | 1.89 | |
| 7—Thornhill to Jct. Toronto—Barrie.... | 1951 | 1951 | 5.27 | |
| | | | 19.83 | |
| Gravelling Contracts (Not Including Granular Base) | | | | |
| 50—Bolton to Highway No. 9..... | 1951 | 1951 | 9.03 | |
| 69—Atherly to Washago..... | 1951 | 1951 | 10.79 | |
| | | | 19.82 | |
| Bituminous Hot-Mix Surface | | | | |
| 27—Newton Robinson to Thornton..... | 1951 | 1951 | 9.29 | |
| 27—Schomberg to Newton Robinson..... | 1951 | 1951 | 10.18 | |
| 5—Erindale to Cooksville..... | 1951 | 1951 | 3.33 | |
| 27—Rowell and Schomberg Diversions.... | 1951 | 1951 | 1.91 | |
| 7—Thornhill—Jct. Toronto—Barrie..... | 1951 | 1951 | 6.06 | |
| 7—Langstaffe easterly..... | 1950 | 1951 | 1.74 | |
| 5—Summerville Bridge..... | 1951 | 1951 | 0.25 | |
| QEW—Dixie Side Road approaches..... | 1951 | 1951 | 0.21 | |
| QEW—Burlington Ac. and Dec. lanes..... | 1951 | 1951 | 0.23 | |
| | | | 33.20 | |

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|---------|
| Bituminous Resurfacing of Old Pavements | | | | |
| 27—At Bells Lake..... | 1951 | 1951 | 1.02 | |
| 27—Various places..... | 1951 | 1951 | 0.75 | |
| | | | 1.77 | |
| Bituminous Road-Mix Mulch | | | | |
| 50—Bolton to Jct. Highway No. 9..... | 1951 | 1951 | 9.03 | |
| Bituminous Surface Treatment | | | | |
| 12—Price's Corners to Coldwater..... | 1951 | 1951 | 7.95 | |
| Bituminous Prime on Gravel Surfaces | | | | |
| 9—Schomberg to Jct. Highway No. 50.. | 1951 | 1951 | 9.31 | |
| 50—Bolton to Jct. Highway No. 9..... | 1951 | 1951 | 9.03 | |
| 69—Atherly to Washago..... | 1951 | 1951 | 10.79 | |
| 93—Crown Hill to Waverly..... | 1951 | 1951 | 17.54 | |
| 103—Waubauskene to Port Severn..... | 1951 | 1951 | 4.59 | |
| | | | 51.26 | |
| Secondary Roads | | | | |
| Port Severn to Honey Harbour..... | 1951 | 1951 | 9.00 | |
| Calcium Dust Layer | | | | |
| Highway 9—40 tons No. 49, 40 tons No. 69. | | | | |
| Crushed Gravel and Stone on Roads | | | | |
| Highways No. 5—4,480.1 tons; No. 7—873 tons; No. 27—72,240.9 tons; QEW—332.5 tons; No. 47—8,003 tons; No. 69—22,445.6 tons; No. 50—15,239.95 tons. Total 123,615.05 tons. | | | | |
| Right-of-Way Fences Erected | | | | |
| Highway 27—Rowell and Schomberg Diversions, .54 miles; No. 27, Schomberg to Newton Robinson, .8 mile. | | | | |
| Highway 27—Newton Robinson to Thornton, .25 miles; No. 47, Lincolnville to Goodwood, 5.8 miles. | | | | |
| Highway 5—Erindale—Cooksville, 2.52 miles; No. 11, at Painswick, 1.0 miles; No. 7, Langstaffe easterly, 2.7 miles. | | | | |
| Highway 7—Thornhill—Jct. Toronto—Barrie highway, 5.85 miles; No. 49, Kleinburg—Jct. Highway No. 50, 1.94 miles. | | | | |
| QEW—At Dixie Side Road, 0.5 miles. Total 21.45 miles. | | | | |
| Table Showing Totals Covering Work Done on Division No. 6 | | | | |
| Calcium dust layer on gravel surfaces..... | | | 120 | tons |
| Salt used for de-icing roads..... | | | 14,293 | tons |
| Crushed gravel and stone..... | | | 123,615.05 | tons |
| Right-of-way fences erected..... | | | 21.45 | miles |
| Snow fences, erected, dismantled and stored..... | | | 152.97 | miles |
| Sand for winter maintenance..... | | | 110,781 | tons |
| Roads snow-plowed and kept open..... | | | 676.09 | miles |
| Equipment storage houses erected—Total number..... | | | 4 | |
| Shrubs received from D.H.O. nursery at Midhurst and other nurseries— Total number..... | | | 2,539 | |
| Maintenance of roadside picnic places..... | | | 113 | |
| Number added in 1951..... | | | 5 | |
| Maintenance of tables and benches in roadside places—Total number..... | | | 153 | |
| Number added in 1951..... | | | 10 | |
| Maintenance of snow hedges planted to date..... | | | 3.30 | miles |
| Routine maintenance on King's Highways..... | | | 667.09 | miles |
| Routine maintenance on Secondary Roads..... | | | 9.00 | miles |
| Maintenance of scale houses..... | | | 5 | |

DIVISION NO. 7 — PORT HOPE**Construction**

For the fiscal year ending March 31, 1952, seven grading and resurfacing contracts were let. Three grading contracts totalling $15\frac{1}{2}$ miles were started, three contracts totalling $5\frac{1}{2}$ miles were held over for the season 1952.

One resurfacing contract was let which involved major grading; contract 51-381 Dale-Welcome and Port Hope to Rossmount on Highway No. 28 covering $8\frac{1}{2}$ miles was completed.

One hot mix paving contract also involving major grading was started late in the season and approximately fifty per cent of the grading completed. This was Contract No. 51-21, a ten-mile Trans-Canada project on Highway No. 7 between Oakwood and Sunderland Corners.

On another hot mix paving Contract No. 50-175, the grading was completed, but paving held over to 1952.

In addition to the above, handrails were constructed on the twin bridges at Bobcaygeon on Highway No. 36 and the Pigeon River Bridge on Highway No. 7A, completing both these 1950 contracts.

Seven miles H.L. 1 top was laid completing Contract No. 50-407 on Highway No. 7 from Peterborough to Fowler's Corners.

Three 1950 grading contracts—50-123, 50-184 and 50-211—which were carried over due to the late letting in 1950, were completed.

On all contracts, with the exception of 50-407, revisions in grade and alignment to bring them up to a standard were carried out, resulting in a general improvement to the existing highway system. No unusual difficulties were encountered.

Maintenance

During the fiscal year 1951-52 there were no changes in method, of importance and no new types of equipment were used in general maintenance.

As a result of the greater efficiency obtained by the use of automatic types of sand spreaders and power loading equipment during the winter of 1950-51 it was decided to use this type of equipment entirely for applying sand cover for prime in the summer of 1951. Due to the labour saving thus effected and more particularly the decreased amount of sand necessary as a result of the elimination of over-sanding by more positive control of the rate of application, the cost per mile of purchasing and applying sand was only 58% that of the previous season.

A weed sprayer was constructed and operated throughout the division. Although a much greater gallonage of weed killer was sprayed, the results were disappointing in some cases, as the length of time necessary to cover the large acreage involved resulted in it being too late in the season to make a good kill of early maturing weeds such as Poison Ivy, Goatsbeard, etc. There appears to have been a good kill of the later weeds such as Ragweed.

In winter maintenance, the tendency toward the use of more straight salt and less sand continued, which, combined with more experience on the part of our patrolmen in the use of salt, resulted in almost entirely eliminating packed snow conditions which are difficult to cope with and result in bad road conditions persisting over a long period.

There was no change in road reporting methods, night patrols, etc. These methods appear to have become pretty well stabilized and seem to be satisfactory.



New sodding and zone striping, No. 2 Highway, 8 miles west of Port Hope



New diversion on No. 2 Highway, 3 miles east of Colborne. Note sodding and curb and gutter

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|-------------------------------|
| Grading and Culverts | | | | |
| 46—Woodville north..... | 1950 | 1951 | 3.0 | |
| 46—3 miles south of Argyle North..... | 1951 | .... | 3.0 | |
| 36—Bobcaygeon to Nogies Creek..... | 1950 | 1951 | 4.5 | |
| 30—Campbellford to Havelock..... | 1951 | 1951 | 10.0 | |
| 33—Hillier to Wellington..... | 1951 | 1951 | 1.2 | |
| 7A—Bethany east to Cavan east..... | 1950 | 1951 | 2.0 | |
| 35—Coboconk to Norland..... | 1951 | .... | Nil | |
| 7—Sunderland to Oakwood..... | 1951 | .... | 0.7 | |
| 28 & Dale—Port Hope to Rossmount—Welcome... | 1951 | 1951 | 4.8 | |
| | | | 29.2 | |
| Secondary Roads: | | | | |
| Burnt River, 3 miles south Kinmount to Union Creek turn— | | | | |
| Bobcaygeon—Kinmount, 3 miles north Bobcay- geon northerly..... | 1951 | 1951 | 0.5 | |
| Kinmount—Norland, 2.5 miles east of Norland easterly..... | 1951 | 1951 | 0.3 | |
| Kirkfield—Seabright, Norland..... | 1951 | .... | 0.4 | |
| | | | 1.2 | |
| Development Roads: | | | | |
| Brighton to Presqu'île Park..... | 1951 | .... | 0.5 | |
| Granular Base (New Grading) | | | | |
| 46—¾ mile south of Argyle northerly..... | 1951 | .... | 2.8 | 31,300 tons |
| 30—Campbellford to Havelock..... | 1951 | 1951 | 10.0 | 204,204 tons |
| 7A—Bethany to Cavan..... | 1950 | 1951 | 1.9 | 25,705 tons |
| 46—Woodville northerly..... | 1950 | 1951 | 3.0 | 42,900 tons |
| 36—Bobcaygeon to Nogies Creek..... | 1951 | 1951 | 4.5 | 47,100 tons |
| 28—Port Hope, Dale to Rossmount (Welcome) | 1951 | 1951 | 4.8 | 70,842 tons |
| | | | 27.0 | 422,051 tons |
| Secondary Roads: | | | | |
| 3 miles north of Bobcaygeon northerly..... | 1951 | 1951 | 0.5 | 5,850 tons |
| Granular Base (No Grading) | | | | |
| 7A—Bethany to Port Perry..... | 1951 | 1951 | 4.26 | Various places 35,000 tons |
| 35—Orono to Jct. Highway 7..... | 1951 | 1951 | 3.75 | 50,000 tons |
| | | | 8.01 | 85,000 tons |
| Gravelling Contracts (Not Including Granular Base) | | | | |
| 7A—Bethany to Port Perry..... | 1951 | 1951 | 21.3 | 20,000 tons |
| 35—Orono to Highway 7..... | 1951 | 1951 | 26.7 | 20,000 tons |
| 45—Fenella to Norwood..... | 1951 | 1951 | 19.3 | 15,000 tons |
| | | | 67.3 | 55,000 |
| Bituminous Cold-Mix Surface Mulch | | | | |
| 35—Orono northerly..... | 1951 | 1951 | 5.0 | |
| 46—Woodville southerly..... | 1951 | 1951 | 3.2 | |
| 36—In Bobcaygeon (bridge approaches)..... | 1951 | 1951 | 0.1 | |
| | | | 8.3 | |
| Secondary Roads: | | | | |
| Bobcaygeon northerly..... | 1951 | 1951 | 3.0 | |
| Bituminous Resurfacing of Old Pavements | | | | |
| —Welcome to Dale..... | 1951 | 1951 | 8.5 | |
| 28—Rossmount to Port Hope..... | 1951 | 1951 | 8.0 | |
| 7—Peterborough to Fowler's Corners..... | 1951 | 1951 | 2.0 | |
| Millbrook Side Road to Peterborough.... | 1951 | 1951 | | |
| | | | 18.5 | |



No. 7 Highway 5 miles west of Marmora

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|-------------------|
| Bituminous Surface Treatment | | | | |
| 33—Picton to Glenora | 1951 | 1951 | 6.1 | |
| 45—Baltimore to Fenella | 1951 | 1951 | 10.0 | |
| | | | 16.1 | |
| Bituminous Prime on Gravel Surfaces | | | | |
| 7A—Highway 28 to Port Perry, 24 miles; Highway 35, Orono to 5 miles south of Lindsay, 22.4 miles. | | | | |
| 35—1 mile north of Coboconk to Haliburton County line, 8.2 miles; Highway 36, Bobcaygeon to Burleigh Falls, 23.5 miles; Highway 45, Fenella to Norwood, 17.2 miles; Highway 46—Highway 7, to Coboconk, 30.4 miles. | | | | Total 125.7 miles |
| Bituminous Prime on Gravel Surfaces | | | | |
| Secondary Roads: | | | | |
| Kirkfield to Lift Locks, 2.0 miles; Bobcaygeon to 1 mile north of Kinmount, 18.4 miles; Catchacoma Road, Highway 36, to north, 10.5 miles; Burnt River Village to north connecting road, 1.0 miles; Monk Road—Norland to east and west, 3.0 miles. | | | | Total 34.9 miles |
| Calcium Dust Layer | | | | |
| Kinmount to Norland, 6 miles; Norland to Seabright, 10 miles; Seabright to Kirkfield, 10 miles; Catchacoma Road, 5 miles. | | | | Total 31 miles |
| Calcium for De-Icing | | | | |
| Oshawa to Newcastle | | | | Total 11.2 miles |
| Salt for De-Icing | | | | |
| Oshawa—Trenton, Sunderland Corners—Marmora, Manchester to Highway 28 and Highways Lansdowne St.—Peterboro; Belleville—Bloomfield, Port Hope— | | | | |

| | |
|--|--------------------|
| Burleigh Falls, Brighton-Havelock, Trenton-Glenora, Newcastle-Haliburton County line, Lindsay-Burleigh Falls, Picton-Coles Ferry, Cobourg-Norwood, Highway 7-Coboconk..... | Total 4,720.8 tons |
| Secondary—Fell Station to Kinmount..... | Total 42.5 tons |

Crushed Gravel and Stone on Roads

| | |
|--|-------------------|
| 35—Coboconk-Norland (spread on road)..... | Total 300 tons |
| Secondary—Kirkfield-Seabright, 3,000 tons, Seabright-Norland 5,000 tons, Norland to Kinmount 3,000 tons, Victoria Road to Uphill 2,700 tons..... | Total 13,700 tons |

Right-of-Way Fences Erected

| | |
|--|-------------------|
| 30—Campbellford-Havelock, 16.5 miles; Highway 7A, Bethany east to Cavan east, 2.0 miles. | |
| 36—Bobcaygeon-Nogies Creek, 7.4 miles; Highway 7, Sunderland to Marmora, 10.2 miles. | |
| 33—Wellington-Hillier, 13 miles; Highway 46, $\frac{3}{4}$ mile south of Argyle north, 4.7 miles. | |
| 35—Coboconk-Norland, 5.94 miles; Highway 28, Port Hope to Rossmount, 4.0 miles. | |
| 28—Dale-Welcome, 1.9 miles; Highway 2, Oshawa to Trenton, 0.3 miles; Highway 45, Cobourg-Norwood, 0.31 miles..... | Total 54.55 miles |
| Secondary Road—Highway 46, Seabright, 1.4 miles; Seabright to Kinmount, 2.55 miles; Bobcaygeon-Kinmount, 2.33 miles; Burnt River Roads, .42 miles; Catchacoma Road, 1.3 miles..... | Total 8.0 miles |

Table Showing Totals Covering Work Done on Division No. 7

| | |
|--|--------------|
| Calcium dust layer on gravel surfaces..... | 31.0 tons |
| for de-icing roads..... | 11.2 tons |
| Salt used for de-icing roads..... | 4,793.3 tons |
| Crushed gravel and stone..... | 236,782 tons |
| Right-of-way fences erected..... | 54.6 miles |
| Snow fences erected, dismantled and stored..... | 198.1 tons |
| Sand for winter maintenance..... | 48,300 tons |
| Roads snowplowed and kept open..... | 592.4 miles |
| Equipment storage houses erected—Total number..... | 5 |
| Number added in 1951..... | 1 |
| Maintenance of roadside picnic places—Total number..... | 83 |
| Maintenance of tables and benches in roadside places—Total number..... | 108 |
| Maintenance of snow hedges planted to date..... | 6.6 miles |
| Routine maintenance on King's Highways..... | 488.2 miles |
| Routine maintenance on Secondary roads..... | 113.3 miles |
| Development roads built..... | 0.5 miles |
| Maintenance of scale houses—Total number..... | 1 |

DIVISION NO. 8 — KINGSTON

Construction

Grading of Highway No. 37 was completed with the construction of 2.78 miles which included the diversion around the village of Thomasburg. 0.34 miles of grading was also done on Highway No. 41 to complete the grading southerly as far as Sharpe's Corners.

Granular base and base course pavement were laid on 3.1 miles of the by-pass 3 miles north of Prescott, and under the same contract base course was laid in the resurfacing of Highway No. 2 from Prescott to Highway No. 16 and Highway No. 16 from Highway No. 2 northerly $1\frac{1}{2}$ miles.

41,052 tons of crushed stone and gravel were stockpiled under two contracts. Work proceeded on the bridge over the Rideau Canal at Newboro and the bridge over the Mississippi River at Lanark. Neither one of these bridges were completed.

10.0 miles of hot mix pavement were laid on Highway No. 38 from Hartington to Hinchinbrooke and 8 miles of mulch on the same highway from Hinchinbrooke to Tichborne.



New hot mix pavement and zone striping on diversion on No. 15 Highway east of Crosby

6.3 miles of hot mix pavement were laid on Highway No. 15 from Elgin to one mile north of Crosby which had been graded the previous year.

In addition, pavement was laid at Fort Henry and at the Ontario Hospital Kingston, for the Department of Public Works.

Maintenance

Routine maintenance and winter maintenance were carried out with a total of 637.94 miles.

The division mileage was increased at the beginning of the fiscal year by the addition of Highway No. 14 from Belleville to Marmora; Highway No. 33 from Trenton to Stirling; Highway No. 2 from Belleville to Trenton and Highway No. 7 from Marmora to Madoc. It was also decreased during the year by the transfer to the Ottawa division Highway No. 15 from Perth to Carleton Place and Highway No. 29 from Smiths Falls to Carleton Place.

Two new salt sheds were completed at Arden and Kaladar. The cement block garage at Tweed was completed and a partially completed building was purchased at Kingston for reconstruction to provide a new paint shop. The construction of this last building is still proceeding.

Due to weather conditions, the total salt used for ice control was nearly double that used in the previous year but the hours spent plowing snow were materially reduced.

Due to the unprecedented high levels of the water in Lake Ontario and the St. Lawrence River, some damage was encountered on Highway No. 33 and on Highway No. 2S which required protection of the shoulders by placing rip-rap amounting in all to several thousand dollars. If these high water levels continue this protection should be continued in future year.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|---------------------|
| Grading and Culverts | | | | |
| 41—Sharpe's Corners to Roblindale..... | 1950 | 1951 | 3.34 | |
| 37—Thomasburg northerly..... | 1950 | 1951 | 2.78 | |
| | | | 3.12 | |
| Development Roads: | | | | |
| 97—Marysville to Napanee..... | 1950 | 1951 | 7.0 | |
| 107—Merrickville to Kelly's Corners..... | 1950 | 1951 | 2.7 | |
| | | | 9.7 | |
| Granular Base (New Grading) | | | | |
| 41—Sharpe's Corners to Roblindale..... | 1950 | 1951 | 0.34 | 10,188 tons |
| 37—Thomasburg northerly..... | 1950 | 1951 | 2.78 | 61,030 tons |
| | | | 3.12 | 71,218 tons |
| Development Roads: | | | | |
| 97—Marysville to Napanee..... | 1950 | 1951 | 7.0 | 121,320 tons |
| 107—Merrickville to Kelly's Corners..... | 1950 | 1951 | 3.7 | 161,315 tons |
| | | | 10.7 | 282,635 tons |
| Granular Base (No Grading) | | | | |
| Prescott By-pass—Prescott to Highway 16..... | 1951 | 1951 | 3.1 | 15,750 tons |
| Development Road—Highway 7 to Balderson..... | 1951 | 1951 | 4.2 | 30,000 tons |
| Gravelling Contracts (Not Including Granular Base) | | | | |
| | | | | Stockpiled On roads |
| 2—Kingston easterly..... | 1950 | 1951 | 10.0 | 20,006 834 |
| 2S—Gananoque to Brockville..... | 1951 | 1951 | 26.0 | 20,006 |
| 15—Elgin to 1 mile north of Crosby..... | 1950 | 1951 | 6.3 | 2,103 5,028 |
| 37—Thomasburg northerly..... | 1950 | 1951 | 2.78 | 18,104 |
| 41—Sharpe's Corners to Roblindale..... | 1950 | 1951 | 2.84 | 2,783 |
| 95 & 96—Wolfe Island—All of No. 95 and 96..... | 1951 | 1951 | 27.65 | 21,046 9,063 |
| By-pass—Prescott to Highway 16..... | 1951 | 1951 | 3.1 | 3,900 2,000 |
| | | | 78.67 | 85,165 19,708 |
| Development Roads: | | | | |
| 107—Merrickville to Kelly's Corners..... | 1950 | 1951 | 3.7 | 1,124 5,900 |
| 97—Napanee to Marysville..... | 1950 | 1951 | 8.0 | 14,737 12,260 |
| 78A—Highway 7 to Lanark..... | 1951 | 1951 | 9.5 | 20,406 9,590 |
| | | | 21.2 | 36,267 27,750 |
| Bituminous Hot-Mix Pavement (Mulch) | | | | |
| 38—Hartington to Hinchinbrooke..... | 1950 | 1951 | 10.0 | 9,477 |
| 15—Elgin to 1 mile north of N. Crosby..... | 1951 | 1951 | 6.3 | 16,430 |
| By-pass—Prescott to Highway 16..... | 1951 | 1951 | 3.1 | 5,735 |
| Ft. Henry to Parade Sq. and parking area..... | 1951 | 1951 | .. | 11,000 S.Y. 858 |
| | | | 19.4 | 32,500 |
| Bituminous Cold-Mix Surface (Mulch) | | | | |
| 38—Hinchinbrooke to Tichborne..... | 1951 | 1951 | 8.0 | 12,800 |
| Secondary Road: | | | | |
| Clarendon Road—Clarendon southerly... | 1950 | 1951 | 1.3 | 2,080 |
| Development Road: | | | | |
| 78—Lanark southerly..... | 1951 | 1951 | 1.7 | 2,740 |
| Bituminous Resurfacing Old Pavements | | | | |
| 2—Prescott to Johnstown Corner..... | 1951 | 1951 | 2.7 Base | 4,535 tons |
| 16—Johnstown Corner northerly..... | 1951 | 1951 | 1.3 Base | 1,545 tons |
| Entrance Ft. Henry, Highway 2, Ft. Henry | 1951 | 1951 | 1.2 Base | 1,186 tons |
| Entrance Ont. Hospital, King St., Ont. | | | | |
| Hospital..... | 1951 | 1951 | 3.3 | 1,572 tons |
| 15—Through Elgin Village..... | 1951 | 1951 | 1.05 | 2,845 tons |
| | | | 9.55 | 11,683 tons |

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|-------------------|
| Bituminous Surface Treatment | | | | |
| 2—Mallorytown to Gananoque..... | 1951 | 1951 | 15.8 | |
| 38—Glenvale to Hartington..... | 1951 | 1951 | 10.3 | |
| | | | 26.1 | |
| Bridges Built | | | | |
| 42—Rideau Canal—N. Crosby Twp..... | 1950 | | | |
| Development Road: | | | | |
| 78—Mississippi River, Lanark County..... | 1950 | Number 2 | | |
| Bituminous Prime on Gravel Surfaces | | | | |
| 37—Roslin to Tweed, 7.7 miles; Highway 2, Kingston—east and west, 3.5 miles; | | | | |
| Highway 15, Elgin to Crosby, 6.0 miles; Fort Henry, 1.2 miles; | | | | |
| 38—Hinchinbrooke to Tichborne, 8 miles; Highway 41, Cole's Ferry northerly, 2 miles; Highway 41, Tamworth Corners south, 11.0 miles; | | | | |
| 95 & 96—On Wolfe Island, 2.5 miles; Prescott By-pass Highway 16 westerly, 3.2 miles..... | | | | Total 45.1 miles |
| Secondary Roads—Clarendon southerly..... | | | | Total 2.5 miles |
| Development Road—Lanark southerly..... | | | | Total 2.2 miles |
| Calcium Dust Layer | | | | |
| Highway 15, Elgin to Crosby, 6.3 miles; By-pass Prescott to Highway 16, 3.1 miles; Highways 95 and 96, Wolfe Island, 25.0 miles..... | | | | Total 34.4 miles |
| Development Road—Merrickville to Kelley's Corners, 3.7 miles..... | | | | Total 3.7 miles |
| | | | | Total 232 tons |
| Salt for De-Icing Roads | | | | |
| Highways, 7,935 tons; Secondary Roads, 50 tons; Development Roads, 100 tons | | | | Total 8,785 tons |
| Crushed Gravel and Stone on Roads | | | | |
| Highways 95 and 96, Wolfe Island..... | | | | Total 890 tons |
| Sand Used for Winter Maintenance | | | | |
| Highways, 67,800 tons; Secondary Roads, 300 tons; Development Roads, 2,500 tons..... | | | | Total 70,600 tons |
| Right-of-way Fences Erected | | | | |
| Highway 2—4 miles west of Gananoque, 0.53 miles; Highway 37—Thomasburg Diversion north, 5.29 miles; Highway 41—Sharpe's Corners north, 1.69 miles; Highway 42—Newboro west, 2.25 miles; Highway 14—South of Marmora, 1.46 miles..... | | | | Total 11.22 miles |
| Development Road—Merrickville to Kelley's Corners, 7.05 miles..... | | | | Total 7.05 miles |
| Table Showing Totals Covering Work Done on Division No. 8 | | | | |
| Calcium dust layer on gravel surfaces..... | | | 232 | tons |
| In stock and for de-icing roads..... | | | 318 | tons |
| Salt used for de-icing roads..... | | | 8,785 | tons |
| Crushed gravel and stone..... | | | 235,175 | tons |
| Right-of-way fences erected..... | | | 18.27 | miles |
| Snow fences erected, dismantled and stored..... | | | 89.50 | miles |
| Sand for winter maintenance..... | | | 70,600 | tons |
| Roads snow-plowed and kept open..... | | | 637.94 | miles |
| Equipment storage houses erected—Total number..... | | | 35 | |
| Number added in 1951..... | | | 2 | |
| Shrubs received from D.H.O. nursery at Midhurst..... | | | 500 | |
| —other nurseries..... | | | 8 | |
| Maintenance of roadside picnic places—Total number..... | | | 56 | |
| Number added in 1951..... | | | 4 | |
| Maintenance of tables and benches in roadside places—Total number..... | | | 84 | |
| Number added in 1951..... | | | 21 | |
| Maintenance of tables and benches—Total number..... | | | 233 | |
| Number added in 1951..... | | | 58 | |

| | |
|---|--------------|
| Maintenance of off-road areas..... | 94.5 acres |
| Maintenance of snow hedges planted to date..... | 1.2 miles |
| Routine maintenance on King's Highways..... | 616.34 miles |
| Routine maintenance on Secondary Roads..... | 6.60 miles |
| Routine maintenance on Development Roads..... | 15.00 miles |
| Development Roads built..... | 11.70 miles |

DIVISION NO. 9 — OTTAWA

Construction

Revisions of Highway No. 17 west of Renfrew were graded and paved with hot mix and a portion east of Haley was also paved with hot mix. A section was also graded west from Ottawa past South March and from Ottawa east to Green's Creek and hot mix was laid in the Village of Orleans. On Highway No. 44, east to Almonte, grading base course and surface course were completed. On Highway No. 43 grading was completed west of Alexandria and from Finch to Monkland. On Highway No. 31 grading was completed on a section north of Vernon. On the Trans-Canada from Green's Creek to Plantagenet 6.9 miles of grading were completed, 5.9 miles of granular base and 1.75 miles of prime applied. On Highway No. 2 from Lancaster to Quebec Boundary granular base was laid and covered with hot mix and culverts were excavated and backfilled with gravel. On Development roads, township of Goulburn on 3 miles of wide grade, ditches at fence—86' right-of-way completed with crushed gravel and revoked. In Osgood township on the River Road 86' right-of-way 0.75 miles was gravelled by the O.S.R.C. and the road was reverted to them. In Torbolton township, on 3 miles of road, .5 miles were raised 2 feet and widened through low-lying ground.

The work continued on the Union Hall Road in Ramsay township, Lanark County, and two miles were finished with a crushed gravel surface after being completely regraded and straightened. Some minor work was done on the Bellamy Road, Pakenham township and a reinforced concrete culvert was built.

Work continued on the Christie Lake Road in Bathurst township and a further two miles were regraded and surfaced with pit-run. A small quantity of crushed gravel was placed.

In North Elmsley township work was carried out on the remaining 1.9 miles from the Tay Canal to the hamlet of Port Elmsley and the road was widened and straightened. A quantity of pit-run and crushed material was placed.

On the development road, Drummond township, grading was completed and covered with gravel. Four reinforced concrete and 27 pipe culverts were built.

In Lanark township $2\frac{1}{2}$ miles of the continuation of the Ramsay township division road, which now ends at Rosetta, were regraded and covered with crushed material.

In Darling township pit-run gravel was placed on development road from Brightside northwesterly.

STORMONT, DUNDAS AND GLENGARRY COUNTIES

In each county 3 miles of road were resurfaced with plant mix asphalt except in Glengarry where 1.5 miles was done but the whole three miles were widened and is ready for the surface coat. The work was done under the county engineer.

In Matilda township, the development road from Hainsville to Edwardsburg township line was regraded to 24' width for 2.2 miles and covered with gravel over the whole road.



New bridge at Chesterville, No. 43 Highway



Drilling rock cut on diversion, No. 17 Highway 4½ miles south of Haley

Maintenance

Asphalt resurfacing was done on 1.3 miles of old concrete on Highway No. 17 between Renfrew and Haley; from Ottawa city limits westerly for 7 miles; and 1.3 miles on Trans-Canada. On Highway No. 44 through Almonte 1.3 miles resurfaced with asphalt. Resurfacing was also done on Highway No. 2 from Summerstown to west of Cornwall and on a section between Morrisburg and Iroquois; on Highway No. 31 between Morrisburg and Williamsburg. Surface treatment of mulch pavement was done on secondary roads in the Calabogie area. Highway No. 43 in the vicinity of Alexandria and secondary roads in the Calabogie area were primed. 6,600 tons of patching material was placed on Highway No. 16; a larger amount of sand was stockpiled for emergencies and more chemicals used for winter maintenance.

Throughout the winter a 24-hour patrol service was maintained. These patrols, after checking their roads, reported at scheduled periods and this in conjunction with the teletype machine proved very efficient.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Total Miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|---------|
| Grading and Culverts | | | | | |
| T.C. 17—5 miles east of Green's Creek easterly... | 1949 | 1951 | 0.2 | 6.0 | |
| T.C. 17—11 miles east of Green's Creek east of Rockland..... | 1950 | .... | 1.2 | 7.2 | |
| T.C. 17—East of Rockland easterly..... | 1951 | .... | 4.7 | 4.7 | |
| T.C. 17—Plantagenet westerly..... | 1951 | .... | 0.8 | 0.8 | |
| 17—Renfrew to Haley's Station..... | 1950 | 1951 | 2.8 | 3.0 | |
| 17—Orleans Village..... | 1950 | 1951 | 0.1 | 0.1 | |
| 43—Finch to Monkland..... | 1950 | 1951 | 4.0 | 10.1 | |
| 43—Alexandria westerly..... | 1951 | 1951 | 4.0 | 4.0 | |
| 43—Almonte easterly..... | 1950 | 1951 | 6.3 | 6.4 | |
| 17—Ottawa City Limits easterly..... | 1951 | .... | 0.6 | 0.6 | |
| 17—Ottawa City Limits westerly..... | 1951 | .... | 4.5 | 4.5 | |
| | | | 29.2 | | |

Development Roads:

| | | | | |
|---|------|------|-------|--|
| Ramsay Twp.—Lanark—Ramsay line easterly.... | 1949 | .... | 2.0 | |
| Bathurst Twp.—Bathurst S.—Sherbrooke line southerly..... | 1950 | .... | 2.0 | |
| Elmsley N.—Port Elmsley to McCue..... | 1950 | .... | 1.9 | |
| Drummond Twp.—Tennyson Wayside..... | 1950 | .... | 8.5 | |
| Matilda Twp.—Hainsville westerly..... | 1951 | .... | 2.2 | |
| Osgoode Twp.—Osgoode—S. Gower bdry. northerly | 1951 | 1951 | 0.75 | |
| Lanark Twp.—Ramsay—Lanark line to Rosetta... | 1951 | .... | 2.25 | |
| Torbolton Twp.—The Fifth Side Road..... | 1951 | .... | 0.5 | |
| | | | 20.10 | |

Granular Base (New Grading)

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|--------------|
| T.C. 17—5 miles east of Green's Creek easterly... | 1949 | 1951 | 0.2 | 18,300 tons |
| T.C. 17—11 miles east of Green's Creek east of Rockland..... | 1950 | .... | 1.0 | 12,000 tons |
| T.C. 17—East of Rockland easterly..... | 1951 | 1951 | 4.7 | 15,000 tons |
| 17—Renfrew to Haley's..... | 1950 | 1951 | 2.8 | 57,000 tons |
| 43—Finch to Monkland..... | 1950 | 1951 | 4.0 | 31,000 tons |
| 43—Alexandria westerly..... | 1951 | 1951 | 4.0 | 113,000 tons |
| 44—Almonte easterly..... | 1951 | .... | 6.4 | 47,000 tons |
| 17—Ottawa City Limits westerly..... | 1951 | .... | 4.5 | 90,500 tons |
| 17—Ottawa City Limits easterly..... | 1951 | .... | 0.6 | 53,500 tons |
| | | | 28.2 | 437,300 tons |

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|--------------------|
| Development Roads: | | | | |
| Ramsay Twp.—Lanark—Ramsay line easterly..... | 1949 | .... | 2.0 | 10,500 tons |
| Goulburn Twp.—Stanley's Corners north-easterly.. | 1950 | 1951 | 3.0 | 14,000 tons |
| Bathurst Twp.—Bathurst—Sherbrooke line north- easterly..... | 1950 | .... | 2.0 | 8,700 tons |
| Elmsley N.—Port Elmsley to McCue..... | 1950 | .... | 1.9 | 3,200 tons |
| Drummond Twp.—Tennyson to Wayside..... | 1950 | .... | 8.5 | 21,500 tons |
| Matilda Twp.—Hainsville westerly..... | 1951 | .... | 2.2 | 7,100 tons |
| Osgoode Twp.—Osgoode—South Gower boundary northerly..... | 1951 | 1951 | 0.75 | 6,300 tons |
| Lanark Twp.—Lanark—Ramsay line to Rosetta... | 1951 | .... | 2.25 | 1,600 tons |
| Torbolton Twp.—The Fifth Side Road, 3 miles... | 1951 | .... | 0.5 | 1,200 tons |
| | | | 23.1 | 74,100 tons |
| Granular Base (No Grading) | | | | |
| 2—Lancaster to Quebec boundary..... | 1951 | 1951 | 4.0 | 41,000 tons |
| 17—Renfrew to Haley's..... | 1950 | 1951 | 4.0 | 50,000 tons |
| 43—Finch to Monkland..... | 1950 | 1951 | 6.0 | 40,000 tons |
| | | | 14.0 | 131,000 tons |
| Development Roads: | | | | |
| Carling Twp.—Brightside—N.W. Lavant— Darling line..... | 1951 | ..... | 5.0 | 3,800 tons |
| Gravelling Contracts (Not Including Granular Base) | | | | |
| Secondary Roads: | | | | |
| Burnstown to Black Donald Mines..... | 1950 | 1951 | .... | 9,000 tons |
| Bituminous Cold-Mix Surface | | | | |
| 17—Haley's easterly..... | 1951 | .... | 0.5 | |
| Bituminous Resurfacing of Old Pavements | | | | |
| 17—Renfrew to Haley's..... | 1950 | 1951 | 9.3 | Top only 9.3 miles |
| 2—Lancaster to Quebec boundary..... | 1951 | 1951 | 9.3 | Top base 4.0 miles |
| 31—Morrisburg to Williamsburg..... | 1951 | 1951 | 7.0 | |
| 2—Iroquois to Morrisburg..... | 1951 | 1951 | 8.0 | |
| 2—1.5 miles west of Cornwall to Summers- town..... | 1951 | 1951 | 10.0 | |
| 17—Ottawa City Limits westerly..... | 1951 | 1951 | 7.0 | |
| 44—Almonte easterly..... | 1951 | 1951 | 1.3 | |
| 16—North Gower to Spencerville..... | 1951 | 1951 | 4.0 | |
| | | | 55.9 | |
| Development Roads (Over Low Cost Penetration) | | | | |
| Winchester to Rose Haven..... | 1951 | 1951 | 3.0 | |
| Alexandria easterly..... | 1951 | .... | 1.5 | |
| Newington to Osnabruck—Finch line..... | 1951 | 1951 | 3.0 | |
| | | | 7.5 | |
| Bituminous Surface Treatment | | | | |
| Calabogie to Black Donald Mine..... | 1951 | 1951 | 5.0 | |
| Calabogie to Brightside..... | .... | .... | 1.0 | |
| | | | 6.0 | |
| Bituminous Prime on Gravel Surfaces | | | | |
| T.C. 17—5 miles east of Green's Creek easterly... | 1951 | 1951 | 1.0 | |
| T.C. Plantagenet westerly..... | 1951 | 1951 | 0.75 | |
| 44—Almonte easterly..... | 1951 | 1951 | 3.0 | |
| 43—4 miles west of Alexandria westerly..... | 1951 | 1951 | 4.5 | |
| | | | 9.25 | |
| Secondary Roads: | | | | |
| B.—Burnstown to Black Donald Mine.. | 1951 | 1951 | 19.0 | |
| B.—Calabogie to Brightside..... | 1951 | 1951 | 18.0 | |
| | | | 37.0 | |

Calcium Dust Layer

| | |
|--|------------------|
| T.C. 17—Green's Creek easterly, 3.0 miles; 5 miles east of Green's Creek to east of Rockland, 7.2 miles; east of Rockland easterly, 3.5 miles; Highway 17, Ottawa C.L.—Green's Creek, 3.1 miles; Highway 43, Finch—Monkland, 10.0 miles; Highway 43, Alexandria westerly, 4.0 miles; Highway 44, Almonte easterly, 6.4 miles; Highway 17, Renfrew—Haley's, 3.0 miles; Highway 2, Lancaster—Quebec boundary, 6.0 miles; Highway 17, Ottawa C.L. westerly, 10 miles..... | Total 56.2 miles |
|--|------------------|

Salt Used for De-Icing

| | |
|----------------------|------------------|
| Highways..... | 9,737 tons |
| Secondary Roads..... | 150 tons |
| | <hr/> 9,887 tons |

Crushed Gravel and Stone on Roads

| | |
|--|-----------------|
| Ramsay Twp., 2,125 cubic yards; Pakenham, 3,575 cubic yards; Bathurst Twp., 400 cubic yards; Elmsley Twp., 3,125 cubic yards; Lanark Twp., 1,275 cubic yards; Goulburn Twp., 2,625 cubic yards; Mountain Twp., 5,000 cubic yards; Lochiel Twp., 11,650 cubic yards; Osnabruck Twp., 6,375 cubic yards..... | 35,150 cu. yds. |
|--|-----------------|

Right-of-way Fences Erected

| | |
|---|-------------|
| T.C. 17—Green's Creek—Plantagenet, 14.3 miles; Highway 17, Ottawa westerly, 8.9 miles; Finch—Monkland, 7.2 miles; Day Labour throughout division, 9.58 miles..... | 39.98 miles |
|---|-------------|

Table Showing Totals Covering Work Done on Division No. 9

| | | |
|--|---------|-------|
| Calcium dust layer on gravel surfaces..... | 822 | tons |
| for de-icing roads..... | 315 | tons |
| Salt used for de-icing roads..... | 9,887 | tons |
| Crushed gravel and stone..... | 492,700 | tons |
| Right-of-way fences erected..... | 39.98 | miles |
| Snow fences erected, dismantled and stored..... | 147 | miles |
| Sand for winter maintenance..... | 3,100 | tons |
| Roads snow-plowed and kept open..... | 560 | miles |
| Equipment storage houses erected—Total number..... | 13 | |
| Number added in 1951..... | 3 | |
| Maintenance of roadside picnic places—Total number..... | 45 | |
| Number added in 1951..... | 3 | |
| Maintenance of tables and benches in roadside places—Total number..... | 99 | |
| Number added in 1951..... | 4 | |
| Maintenance of tables and benches in off-road parks—Total number..... | 34 | |
| Number added in 1951.. | 7 | |
| Maintenance of off-road areas..... | 8 | acres |
| Maintenance of snow hedges planted to date..... | 3.9 | miles |
| Routine maintenance on King's Highways..... | 517.0 | miles |
| Routine maintenance on Secondary Roads..... | 43.0 | miles |
| Development Roads built..... | 20.1 | miles |
| Maintenance of scale houses—Total number..... | 1 | |

DIVISION NO. 10 — BANCROFT**Construction**

During 1951 all construction was done under contracts, 8 of which were carried over from 1950. The following is a summary of these:

Contract 50-104—Rebuilding on new alignment on Highway No. 62 from Bannockburn South. This work was completed during the year.

Contract 50-110—Completed the construction of 21 culverts (concrete) on Highway No. 60 in Algonquin Park. Native timber was used in building the original culverts in this road and these are being progressively replaced with concrete.

Contract 50-113—Replaced old wooden structure over North Branch Creek, Highway No. 60, Algonquin Park, with a 40' concrete bridge. This structure completed with exception of handrails.

Contract 50-151—Grading on Highway No. 62 south of Bancroft. With the completion of this section during the summer the rebuilding of Highway No. 62 from Bancroft to Madoc was finished.

Contract 50-152—Grading Highway No. 62, east and south of Maynooth. This grading consists of bringing this section up to Class "C".

Contract 50-162—In 1950 the grading of a development road from Eganville to Pembroke was completed with the exception of a bridge, 40' span, over Snake Creek. This structure was commenced during 1950 and is now completed with the exception of the handrail and necessary filling of approaches.

Contract 50-186—Grading $1\frac{1}{2}$ miles of new road from Barry's Bay south on Highway No. 62. The present entrance to this village was extremely crooked and unsatisfactory and the new line has eliminated several bad curves. This work will be completed during 1952.

Contract 51-27—Grading north of Burleigh on Highway No. 28. This work consists of straightening and reducing the curvature of the present road.

Contract 51-44—Grading north from Bancroft on Highway No. 62. This contract was let late in the year and should be finished in 1952.

On development roads two contracts have been let on the road from Eganville to Douglas.

Contract 50-124—The section from Kelly's Corners to Douglas was completed to Class "D" in 1950.

Contract 51-45—Grading was started during 1951 on the section between Eganville and Kelly's Corners and this will be finished during 1952.

Equipment storage houses were built at Cormac and Barry's Bay.

Maintenance

The year 1951-52 was one of substantial progress for the Bancroft division in respect, especially, to grade improvement. A number of grading contracts were either completed or under way. Highway No. 62 between Madoc and Bancroft was completed both as to grading and paving—the latter all road-mix mulch. The balance of the old grade on Highway No. 62 north of Bancroft is all under construction and substantial progress made towards completion.

New pavement was limited to placing road-mix mulch over the new grade on Highway No. 62 between Madoc and Bancroft. However, very extensive operations were necessary to repair or cover old mulch pavements due to damage during the Spring break-up.

The damage to roads during this Spring break-up was the most extensive ever experienced, due primarily to extra deep penetration of frost during the winter. All roads which contained clay or silt within several feet of the road surface practically disintegrated.

The winter season of 1950-51 was particularly difficult in that sleet storms were prevalent and conditions leading to icing of road surfaces were the rule rather than the exception.

Two large concrete culvert jobs were carried on throughout the winter by contractors under very difficult conditions. At the one on Highway No. 62 south of Bancroft near Bannockburn a ninety-foot Bailey bridge carried the traffic over the Moira River on a detour around the bridge site. This served the purpose admirably.

The Bancroft division made extensive use of Bailey bridges during the year. In the case of Byer's Creek, near Combermere, it was necessary to renew the

deck of a twenty-foot timber structure. A Bailey bridge with approach ramps was erected over the existing bridge at a height of three feet and the repair work carried on while traffic passed over the Bailey bridge above. A contract for replacing a number of old timber culverts with concrete was undertaken on Highway No. 60 through Algonquin Park and the contract used Bailey bridges in practically all cases to carry the traffic over the excavation, which resulted in a great saving of time and expense on detours.

As in previous years considerable day-labour construction was undertaken using Department-owned equipment and division personnel. This work consisted principally of the following operations:

Placing of granular "B" material, both on undisturbed grade which had been subjected to frost action and replacing poor material after excavating same from existing roadbeds. This work was located on Highway No. 60 between Barry's Bay and Golden Lake; Highway No. 41 between Eganville and Dacre and Highway No. 62 between Barry's Bay and Combermere and involved the handling of an estimated 75,000 cubic yards of earth and gravel. The purpose of this work was to eliminate conditions leading to frost heaves during the winter.

Summer and winter operations have been greatly helped by the addition of new and heavier mechanical units such as snowplow trucks, earth loaders, etc. Part of this equipment goes to the pool set-up of the municipal branch for township work and this has now become of very considerable magnitude.

A steel-concrete block building was constructed at Barry's Bay for housing snowplow equipment during the winter months. This consisted of four bays of which one is enclosed for storeroom, living quarters, etc. This building is proving very satisfactory in every way.

Organization for winter maintenance on a twenty-four-hour basis is now very extensive and the installation of the teletype machine in the Bancroft office has been a great asset; this is especially so in the Bancroft division where the telephone service is very restricted.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|-------------------------|
| 62—Bannockburn southerly..... | 1950 | 1951 | .32 | Completed |
| 62—Bannockburn southerly..... | 1950 | 1951 | .81 | Some trim to do |
| 62—3.6 miles south to 2.5 miles east of May- nooth..... | 1950 | 1951 | 3.93 | Incomplete |
| 62—Barry's Bay southerly..... | 1950 | 1951 | .5 | Incomplete |
| 62—Bancroft to Selby Hill..... | 1951 | .... | 3.5 | Incomplete |
| 28—Burleigh Falls to Haultain..... | 1951 | .... | 3.5 | Incomplete |
| 62—3 miles south to 2½ miles south of Barry's Bay..... | 1951 | 1951 | .5 | Completed |
| 41—7.8 miles south to 7.4 miles south of Egan- ville..... | 1951 | 1951 | .4 | Completed Day labour |
| 41—6.8 miles south to 6.3 miles south of Egan- ville..... | 1951 | 1951 | .5 | Day labour |
| 60—5.3 miles east to 5.5 miles east of Wilno.. | 1951 | 1951 | .2 | Day labour |
| 60—6.3 miles east to 6.5 miles east Wilno.... | 1951 | 1951 | .2 | Day labour |
| 60—6.7 miles east to 7.4 miles east Wilno.... | 1951 | 1951 | .7 | Day labour |
| 60—10.3 miles east to 12.2 miles east Wilno.. | 1951 | 1951 | 1.9 | Day labour |
| | | | 16.96 | |
| Development Roads: | | | | |
| No. 51—Eganville to Kelly's Corners..... | 1951 | .... | 3.0 | Incomplete |
| No. 67—..... | 1951 | 1951 | 2.0 | Completed |
| No. 101—..... | 1951 | 1951 | 10.0 | Completed |
| No. 1—..... | 1951 | 1951 | 6.75 | Completed |

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|-------------------|
| Sebastopol to Wolfe Hill. | 1951 | 1951 | 1.0 | Completed |
| 14—Gratton to Opeongo. | 1951 | 1951 | 5.0 | Completed |
| 118— | 1951 | 1951 | 6.0 | Completed |
| 174— | 1951 | 1951 | 4.0 | Completed |
| 86— | 1951 | 1951 | .25 | Completed |
| 87— | 1951 | 1951 | 2.50 | Completed |
| | | | 1.50 | Completed |
| | | | 42.00 | |
| Granular Base (New Grading) | | | | |
| 28—Burleigh to Haultain. | 1950 | 1951 | 3.5 | 41,500 tons |
| 62—Bannockburn, 3 miles south. | 1950 | 1951 | .32 | 15,114 tons |
| 62—Bancroft, 3 miles south. | 1950 | 1951 | .81 | 41,630 tons |
| 62—3.6 miles south to 2.5 miles east of May- nooth. | 1950 | 1951 | 3.93 | 88,446 tons |
| 41—7.8 miles south to 7.4 miles south of Egan- ville. | 1950 | 1951 | .9 | 22,500 tons |
| 60—5.3 miles east to 5.5 miles east of Wilno. . 6.3 miles east to 6.5 miles east of Wilno. . 6.7 miles east to 7.4 miles east of Wilno. . 10.3 miles east to 12.2 miles east of Wilno. . | 1951 | 1951 | 3.0 | 90,000 tons |
| | | | 12.46 | 299,190 tons |
| Development Roads: | | | | |
| 51—Eganville to Kelly's Corners. | | | 3.0 | 17,600 tons |
| Bituminous Road-Mix Surface | | | | |
| 62—7 miles north of Madoc to 1.4 miles north of Bannockburn. | 1951 | 1951 | 3.82 | |
| 62—5 miles south of Bancroft to Bancroft. . . | 1951 | 1951 | 5.36 | |
| | | | 9.18 | |
| Bituminous Resurfacing of Old Pavements | | | | |
| 60—Eganville to Algonquin Park headquarters | 1951 | 1951 | 8.0 | |
| 62—Barry's Bay to Combermere. | 1951 | 1951 | 1.0 | |
| | | | 9.0 | |
| Bituminous Surface Treatment | | | | |
| 41—Cloyne to 4.37 miles north. | 1951 | 1951 | 4.37 | |
| 41—10.87 miles north of Cloyne to 19.42 miles north. | 1951 | 1951 | 8.55 | |
| 62—12 miles north of Madoc to 14.8 miles north. | 1951 | 1951 | 2.80 | |
| 62—29.0 miles north of Madoc to 38.0 miles north. | 1951 | 1951 | 9.00 | |
| 62—19.3 miles north of Madoc to 28.0 miles north. | 1951 | 1951 | 8.68 | |
| | | | 33.40 | |
| Gravelling Contracts | | | | |
| 62—Millbridge—Bancroft, 29,030 tons stockpiled; Round Lake—Pembroke, 19,390 tons; stockpiled Bannockburn south, 8,019 tons; Bancroft south, 9,016 tons; south and east of Maynooth, 6,314 tons; Bannock- burn to Fox's Corners, 7,993 tons. | | | | Total 79,762 tons |
| Secondary Roads: | | | | |
| No. 203, Maynooth to Lake St. Peter (stockpiled), 20,003 tons; No. 208, Eganville—Cormac (stockpiled), 25,606 tons; No. 211, 2 miles south of Cloyne to Plenna, 17,738 tons. | | | | Total 63,347 tons |
| Development Roads: | | | | |
| No. 87, 4,572 tons; No. 67, 1,122 tons; No. 101, 2,685 tons; Sebastopol to Wolfe Hill, 1,041 tons; No. 118, 5,264 tons; No. 86, 12,096 tons. . . | | | | Total 26,774 tons |

Bridges Built

One at North Branch Creek, Highway No. 60.
One at Snake River Bridge, Secondary Road No. 14.

Bituminous Prime on Gravel Surfaces

28—Burleigh Falls to Bancroft, 48 miles; No. 60, Wilno East, 2 miles;
Golden Lake north, 3 miles; No. 62, north of Madoc, 6 miles;
62—Bancroft south, 6 miles; Bancroft north, 11 miles; Maynooth east,
3 miles; Round Lake east, 13 miles.

Total 92 miles

Secondary Roads:

No. 203 and 217, Maynooth—Whitney, 26 miles; No. 206, Killaloe—
Round Lake, 14 miles; No. 207, Killaloe to Brudenell, 10 miles; No.
209, Dacre—Hyndford, 13 miles; No. 205, Combermere—Quadville, 16
miles; No. 204, Combermere—Burgess Mine, 3.0 miles; No. 215, Ban-
croft—Haliburton boundary, 11 miles.

Total 93 miles

Calcium Dust Layer**Secondary Roads:**

No. 201, 8.9 miles; No. 211, 22 miles; No. 216, 13.1 miles; No. 214,
25 miles.

Total 69 miles

Development Road:

Dacre—Shamrock, 6 miles.

230 tons

Salt for De-Icing

Highway 62, 60, 41 and 28—333 miles.

3,160 tons

Secondary Roads:

No. 201, 203, 204, 205, 206, 207, 208, 209, 214, 215, 216 and 217—336
miles.

170 tons

Crushed Gravel and Stone on Roads

28—Burleigh—Bancroft, 500 tons; No. 62, Bancroft—Maynooth, 1,800 tons;
Round Lake—Pembroke, 400 tons.
60—Deacon—Wilno, 1,100 tons.

Total 3,800 tons

Secondary Roads:

No. 203, Maynooth—Lake St. Peter, 300 tons; No. 206, Killaloe—Round
Lake, 1,000 tons; No. 208, Eganville—Cormac, 3,000 tons; No. 211,
2 miles south of Cloyne to Plenna, 1,500 tons; No. 215, Bancroft to
Haliburton boundary, 500 tons; No. 217, Whitney—Lake St. Peter,
600 tons.

Total 6,900 tons

Right-of-way Fences Erected

41—North of Kaladar, 1 mile; north of Cloyne, .25 miles; No. 62, various
points north of Madoc, 4.22 miles; south of Bancroft, 1.1 miles; east
of Maynooth, 1.1 miles.

Total 7.67 miles

Table Showing Totals Covering Work Done on Division No. 10

| | | |
|--|-------------|--------------|
| Calcium dust layer on gravel surfaces. | 230 tons— | 75.0 miles |
| Salt used for de-icing roads. | 3,496 tons— | 503 miles |
| Crushed gravel and stone. | | 143,109 tons |
| Right-of-way fences erected. | | 7.67 miles |
| Snow fences erected, dismantled and stored. | | 20.35 miles |
| Sand for winter maintenance. | | 21,327 tons |
| Roads snow-plowed and kept open. | | 509 miles |
| Equipment storage houses erected—Total number. | | 10 |
| Number added in 1951. | | 1 |
| Maintenance of roadside picnic places—Total number. | | 7 |
| Maintenance of tables and benches in roadside places—Total number. | | 14 |
| Maintenance of tables and benches in off-road parks—Total number. | | 66 |
| Maintenance of off-road areas. | | 80 acres |
| Maintenance of new hedges planted to date. | | 3.3 miles |
| Routine maintenance on King's Highways. | | 333 miles |
| Routine maintenance on Secondary Roads. | | 192 miles |
| Routine maintenance on Development Roads. | | 9.0 miles |
| Development Roads built. | | 42.0 miles |

DIVISION NO. 11 — HUNTSVILLE

Construction

No exceptional difficulties were encountered during the year. Three Bailey bridges were erected over the Muskoka, Pickerel and French Rivers in lieu of permanent structures, due to the difficulty in securing steel. Progress of construction work was slow on account of the exceptionally wet season.

Maintenance

During the year under review, increases in the amount of mechanical equipment resulted in more efficient and prompt maintenance operation. This was particularly true with regard to winter maintenance where snow-plowing and sanding operations were more prompt and efficient. Increased use was made of salt for ice removal resulting in a more satisfactory condition at all times.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|--------------------|
| Grading and Culverts | | | | |
| 11—South Falls to High Falls..... | 1950 | .... | 1.2 | |
| 69—Bekanon north for 6 miles..... | 1950 | .... | 1.0 | |
| 69—6 miles north of Bekanon to French River..... | 1950 | .... | 1.0 | |
| 11—High Falls to 10 miles south of Huntsville..... | 1950 | .... | 3.62 | |
| 69—Magnetawan River to Still River..... | 1951 | .... | 1.40 | |
| | | | 8.22 | |
| Secondary Roads: | | | | |
| Haliburton to Wilberforce..... | 1950 | 1951 | 1.07 | |
| Harcourt to Highland Grove revisions.... | 1951 | 1951 | 3.0 | |
| Kinmount to Gooderham revisions..... | 1951 | 1951 | 2.25 | |
| | | | 6.32 | |
| Development Roads: | | | | |
| McKellar to Inholme..... | 1950 | .... | 1.0 | McKellar Twp. |
| Old Nipissing Rd. to Magnetawan south..... | 1950 | .... | .45 | Chapman & Ryerson |
| Highway No. 69 to Shebeshekong..... | 1948 | .... | 1.00 | Carling Twp. |
| Rosseau to south bdy. Humphrey Twp.... | 1948 | .... | 1.50 | Humphrey Twp. |
| Turtle Lake Rd..... | 1951 | .... | 1.05 | Christie Twp. |
| South Portage to Huntsville-Baysville Rd..... | 1949 | .... | 3.00 | Franklin Twp. |
| Skeleton Lake to Rosseau Rd..... | 1949 | 1951 | 1.25 | Stisted & Cardwell |
| Port Sandfield Rd..... | 1951 | .... | 1.00 | Medora Twp. |
| Fletcher Lake Rd..... | 1951 | .... | .75 | Sherborne Twp. |
| Haliburton village to Kashog Lake..... | 1950 | 1951 | 1.00 | Dysart Twp. |
| Minden-Haliburton Rd. to Inglesby..... | 1951 | .... | .50 | Minden Twp. |
| Three Diversions..... | 1950 | 1951 | 1.50 | Snowden Twp. |
| Kashog Lake Rd. (Gould)..... | 1951 | 1951 | 2.00 | Dysart Twp. |
| | | | 16.00 | |
| Granular Base (New Grading) | | | | |
| 11—South Falls to High Falls..... | 1950 | .... | .... | 6,220 tons |
| 11—High Falls to 10 miles south of Huntsville..... | 1951 | .... | 4.0 | 12,000 tons |
| 69—Bekanon to French River..... | 1951 | .... | 11.0 | 275,000 tons |
| 69—Magnetawan River to Still River..... | 1951 | .... | .... | 2,900 tons |
| | | | 15.0 | 296,120 tons |
| Secondary Roads: | | | | |
| Haliburton to Wilberforce..... | 1950 | .... | 1.5 | 1,040 tons |
| Kinmount to Gooderham..... | 1951 | .... | .75 | 500 tons |
| Harcourt to Highland Grove..... | 1951 | .... | 3.0 | 2,200 tons |
| | | | 5.25 | 3,740 tons |

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|----------------------------------|
| Development Roads: | | | | |
| Skeleton Lake-Rosseau Rd..... | 1951 | 1951 | 1.0 | 5,000 tons Stisted & Cardwell |
| Haliburton to Kashog Lake..... | 1951 | 1951 | .5 | 2,500 tons |
| Kashog Lake to Gould..... | 1951 | 1951 | 2.0 | Dysart Twp. 1,000 tons |
| 3 Diversions..... | 1951 | 1951 | 1.0 | Dysart Twp. 5,000 tons |
| Port Sandfield Rd..... | 1951 | 1951 | 1.0 | Snowden Twp. 5,000 tons |
| South Portage-Huntsville-Baysville..... | 1951 | 1951 | 1.5 | Medora Twp. 2,500 tons |
| | | | | Franklin Twp. |
| | | | 7.0 | 21,000 tons |
| Granular Base (No Grading) | | | | |
| 11—From Huntsville to Melissa..... | 1951 | 1951 | 1.4 | 7,000 tons |
| 11—Bdry Twps. Laurier and South Himsworth southerly..... | 1951 | 1951 | .6 | 3,000 tons |
| 69—From Gravenhurst to Bala..... | 1951 | 1951 | 17.5 | 105,495 tons |
| 11—From Sundridge to Emsdale..... | 1951 | 1951 | 4.0 | 2,000 tons |
| | | | 23.5 | 117,495 tons |
| Secondary Roads: | | | | |
| Falkenburg-Rosseau-Hayes Cor. Rd. from Raymond to Rosseau..... | 1951 | 1951 | 5.8 | 17,220 tons |
| Burks Falls to Parry Sound Rd..... | .... | .... | 7.0 | 27,828 tons |
| | | | 12.8 | 45,048 tons |
| Gravelling Contracts (Not Including Granular Base) | | | | |
| 35—From Minden to Carnavon..... | 1951 | .... | 9.0 | 10,026 tons |
| 69—From Glen Orchard to Hayes Corner.... | 1951 | 1951 | 19.0 | 29,998 tons |
| | | | 28.0 | 40,024 tons |
| Secondary Roads: | | | | |
| Dunchurch-Ardbeg Rd., from Dunchurch to Ardbeg..... | 1951 | 1951 | 16.0 | 17,004 tons |
| Falkenburg-Rosseau-Hayes Corner Rd., from Raymond to Hayes Corner..... | 1951 | 1951 | 26.0 | 34,448 tons |
| Emsdale-Parry Sound Rd., from Spruce- dale to Highway No. 69..... | 1951 | .... | 3.0 | 4,800 tons |
| | | | 45.0 | 56,252 tons |
| Bituminous Cold-Mix Surface | | | | |
| 11—Bracebridge to High Falls..... | 1951 | 1951 | 3.0 | |
| Bituminous Resurfacing of Old Pavements | | | | |
| 11—From Melissa to Huntsville..... | 1951 | 1951 | 1.4 | Mulch Surface |
| 11—Bdry Laurier and S. Himsworth Twps. southerly..... | 1951 | 1951 | .6 | Mulch Surface |
| 69—From Gravenhurst to Bala..... | 1951 | 1951 | 17.5 | Mulch Surface |
| 35—Between Carnavon and South Bdry— Haliburton County..... | 1951 | 1951 | 3.0 | Mulch Surface |
| 11—From Sundridge to Emsdale..... | 1951 | 1951 | 4.0 | Mulch Surface |
| | | | 26.5 | |
| Secondary Roads: | | | | |
| Parry Sound Rd., Magnetawan easterly.. | 1951 | 1951 | 5.9 | Prime Surface |
| Haliburton-Redstone Lake Rd., between Haliburton and Eagle Lake..... | 1951 | 1951 | 1.0 | Prime Surface |
| | | | 6.9 | |



Temporary Bailey Bridge over Pickerel River on Trans-Canada Highway north of Britt

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|-------------|
| Bituminous Surface Treatment | | | | |
| 11—Gravenhurst northerly..... | 1951 | 1951 | 6.0 | |
| 69—Glen Orchard..... | 1951 | 1951 | 4.6 | |
| 35—Dwight—10 miles south of Dorset..... | 1951 | 1951 | 19.15 | |
| | | | 29.75 | |
| Secondary Roads: | | | | |
| Sundridge—Magnetawan—Sundridge to Magnetawan..... | 1951 | 1951 | 15.4 | |
| Burks Falls—Parry Sound—Burk's Falls westerly..... | 1951 | 1951 | 8.2 | |
| Bracebridge—Glen Orchard..... | 1951 | 1951 | 3.4 | |
| | | | 27.0 | |
| Bituminous Prime on Gravel Surfaces (All 1951) | | | | |
| 69—Glen Orchard to 1 mile north of Beakanon..... | | | | 55.5 miles |
| Secondary Roads: | | | | |
| Falkenburg—Rosseau—Hayes Corner Rd.—Raymond to Hayes Corner, 26 miles; Burks Falls—Parry Sound Rd.—Magnetawan to McKellar and Sour to Sundridge—Magnetawan Rd., 26 miles; Emsdale—Parry Sound Rd.—Ems- dale to Sprucedale, 9 miles; Bayfield Rd. to Highway 69 to Bayfield, 1.5 miles; Haliburton Redstone Lake Rd., 11.0 miles; Kinmount—Highland Grove Rd. to Kinmount to Tory Hill, 25 miles; Minden—Haliburton— Wilberforce Rd.—Haliburton to Loon Lake, 8 miles..... | | | | 162.0 miles |
| Calcium Chloride Dust Layer | | | | |
| On Highways 11, 69, for..... | | | | 30.5 miles |
| Secondary Roads: | | | | 94.0 miles |

Salt Used for De-Icing Roads

| | |
|-------------------------------------|------------|
| On Highways 11, 35, 60, and 69..... | 3,685 tons |
| Secondary Roads..... | 1,215 tons |

Table Showing Totals Covering Work Done on Division No. 11

| | | |
|--|---------|-------|
| Calcium dust layer on gravel surfaces..... | 820 | tons |
| Salt used for de-icing roads..... | 4,900 | tons |
| Crushed gravel and stone..... | 189,476 | tons |
| Right-of-way fences erected..... | 11.3 | miles |
| Snow fences erected, dismantled and stored..... | 38.75 | miles |
| Sand for winter maintenance..... | 62,592 | tons |
| Roads snow-plowed and kept open..... | 690.5 | miles |
| Equipment storage houses erected—Total number..... | 17 | |
| Number added in 1951..... | 2 | |
| Maintenance of roadside picnic places—Total number..... | 27 | |
| Maintenance of tables and benches in roadside places—Total number..... | 30 | |
| Maintenance of tables and benches in off-road parks..... | 129 | |
| Maintenance of off-road areas..... | 40 | acres |
| Maintenance of snow hedges planted to date..... | 3 | |
| Snow hedges added in 1951..... | | |
| Routine maintenance on King's Highways..... | 293.1 | |
| Routine maintenance on Secondary Roads..... | 366.8 | |
| Routine maintenance on Development Roads..... | 15 | |
| Development Roads built..... | 16 | |
| Maintenance of scale houses..... | 2 | |

DIVISION NO. 13 — NORTH BAY**Construction**

Highway No. 11 was graded in the vicinity of and south of North Bay and at the Lavasse River, north and south. Eight creosoted culverts were built on this latter section and three were built on Highway No. 17 in the Lavasse River area. Two concrete culverts were built on No. 11 south of North Bay and one on Highway No. 17, west of Pembroke and one on Highway No. 63, north-east of North Bay. Granular base was laid on Highway No. 11 on new grading, north and south of North Bay and on a development road near Verner. Granular base material was stockpiled on Highway No. 63 for 1952 operations and several thousand tons placed on the road south of Warren. 98,000 tons of gravel were placed on Highways No. 63, No. 64, No. 11, and on secondary roads. Seven bridges were built, one on Highway No. 63, one on No. 64 and the remainder on secondary roads. 20 miles of hot mix pavement were laid on No. 11, north of North Bay. On Highways No. 11, No. 17 and No. 64, 9.59 miles of fences were erected at various points. A garage was built at Noelville.

Maintenance

Sections of Highways No. 11 and No. 17 received bituminous surface treatment. Sections of Highways No. 63 and No. 64 received bituminous prime treatment on gravel surfaces. Calcium dust layer was applied on Highways No. 11, No. 63 and No. 64, and on six secondary roads and, also, on Highways No. 11 and No. 17, and one secondary road for de-icing. Rock salt was applied for de-icing on Highways No. 11, No. 17, No. 63, No. 64 and No. 94 and on several secondary roads.

Several thousand tons of crushed gravel were placed on Highways No. 11, No. 17, No. 63, No. 64 and No. 94, and on six secondary roads.

On Highway No. 11, 2471 trees were transplanted in original snow hedge. 205 nursery trees were planted in Department Park at Martin River.

On Highway No. 63 flashing lights were installed at crossing of the Ontario Northland Railway 0.6 miles north-east of North Bay.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|------------------------------|
| Grading and Culverts | | | | |
| 11—North Bay City Limits southerly..... | 1950 | 1951 | 2.6 | Rough Grading |
| 11—Lavage River and Diversion north and south..... | 1951 | .... | 1.8 | Rough Grading |
| 11—Pembroke westerly..... | 1951 | .... | 0.83 | Rough Grading |
| 63—Temiskaming south..... | 1950 | 1951 | 2.9 | Hydro Develop. |
| 63—Four Mile Creek northeast of North Bay. | 1951 | 1951 | 0.25 | Day Labour |
| 17—East of Mattawa at Klock..... | 1951 | 1951 | 0.08 | Frost Heave— Day Labour |
| | | | 8.46 | |
| Secondary Roads: | | | | |
| Hagar to St. Charles..... | 1950 | 1951 | .57 | |
| Field to River Valley..... | 1951 | 1951 | .30 | Herbert Creek— Day Labour |
| Development Roads: | | | | |
| Verner to Junction Highway No. 17.... | 1951 | 1951 | 1.2 | Regrading— Day Labour |
| Granular Base (New Grading) | | | | |
| 11—North Bay City Limits southerly..... | 1951 | 1951 | 2.6 | Inc. in grad. cont. |
| 11—10 miles north of North Bay—30 to 34 miles north..... | 1951 | 1951 | 20.34 | Inc. in pav. cont. |
| | | | 22.94 | 56,618 tons |
| Granular Base (No Grading) | | | | |
| 63—Stockpiled in gravel pit 2 miles north of Redbridge to be used between Redbridge and Feronia..... | | | | 3,005 tons |
| Secondary Roads: | | | | |
| Loring to Arnstein..... | 1951 | 1951 | 3.0 | 51,784 tons |
| West Arm Narrows southerly..... | 1951 | 1951 | 2.0 | 17,046 tons |
| | | | 5.0 | 68,830 tons |



New Nepawassi River Bridge, Hagar to St. Charles Road

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|---|
| Gravelling Contracts (Not Including Granular Base) | | | | |
| 63—Feronia to Balsam Creek..... | 1951 | 1951 | 5.43 | 15,000 tons |
| 64—Sturgeon Falls north..... | 1951 | 1951 | 6.0 | 10,000 tons |
| 11—North Bay City Limits southerly..... | 1951 | 1951 | 2.6 | 8,000 tons |
| | | | 14.03 | 33,000 tons (Stockpiled, inc. in grading contract). |
| Secondary Roads: | | | | |
| Hagar to West Arms and north of Veuve River..... | 1951 | 1951 | 23.0 | 15,000 tons |
| Warren—River Valley..... | 1951 | 1951 | 16.0 | 10,000 tons |
| West Arm to Noelville..... | 1951 | 1951 | 12.0 | 10,000 tons |
| Verner to West Arm Narrows..... | 1951 | 1951 | 22.0 | 15,000 tons |
| West Arm to Rutter—Wolseley Bay..... | 1951 | 1951 | 30.0 | 15,000 tons |
| | | | 103.0 | 65,000 tons |
| Bituminous Hot-Mix Pavement | | | | |
| 11—10 miles north of North Bay 30 to 34 miles north..... | 1951 | 1951 | 20.34 | 47,140 tons |
| Bituminous Surface Treatment | | | | |
| 11—Callander southerly..... | 1951 | 1951 | 1.04 | Burford Hill Div. |
| 17—North Bay west to Laronde Creek..... | 1951 | 1951 | 11.3 | |
| 17—Pembroke westerly..... | 1951 | 1951 | 1.2 | Connecting Link |
| | | | 13.54 | |
| Creosoted Timber Culverts | | | | |
| 11—1—6'x6', 7—4'x4', various lengths. | | | | |
| 17—3—4'x4' | | | | |
| Concrete Culverts | | | | |
| Development Roads: | | | | |
| 1—5'x4'—90', 1—3'x3'—90', No. 17, 1—20'x18'—140', No. 63—1—20'x104' (Arch) | | | | |
| Bituminous Prime on Gravel Surfaces | | | | |
| 63—Feronia to Redbridge and Balsam Creek, 5 miles; No. 64, Sturgeon Falls north, 36.4 miles..... | | | | Total 41.4 miles |
| Calcium Dust Layer (Used During Construction) | | | | |
| Highways No. 11, No. 63 and No. 64..... | | | | 27.74 miles |
| Secondary Roads..... | | | | 146.7 miles |
| | | | | 721 tons |
| Calcium Used for De-Icing | | | | |
| Highways 11 and 17..... | | | | 28.4 tons |
| Secondary Roads: Hagar to Rutter..... | | | | 3.75 tons |
| Salt Used for De-Icing | | | | |
| Highways 11, 17, 63, 64 and 94..... | | | | 347 miles—2,715 tons |
| Secondary Roads (Rock), Mattawa to La Cave, Highway 11 to Airport, Bonfield Spur..... | | | | 10.3 miles—85 tons |
| Crushed Gravel and Stone on Roads Including Pit-run Gravel | | | | |
| Highway 11, Trout Creek to Temagami, 1,808 tons; Highway 17, Pembroke to Hagar, 22,332 tons; Highway 63, North Bay to Temiskaming, 26,740 tons; Highway 64, Sturgeon Falls to Highway 11, 4,620 tons; Highway 94, Callander to Highway 17, 5 tons..... | | | | 55,505 tons |
| Secondary Roads: Hagar—Rutter—Bigwood—Wolseley Bay, 23,222 tons; Verner- Lavigne, 22,157 tons; Warren—River Valley, 5,859 tons; Field—River Valley, 4,701 tons; Mattawa—Harrington Creek, 1,861 tons; Powassan- Restoule, 4,600 tons; Trout Creek to Loring, 14,155 tons..... | | | | 76,555 tons |
| Right-of-way Fences Erected | | | | |
| Highway 11, Trout Creek to Callander, 0.25 miles; Highway 17, Pembroke Colton Lake, 3.48 miles; Highway 17, Pembroke westerly, 1.55 miles; Highway 17, Colton Lake—East Limits of Mattawa, 0.50 miles; Highway | | | | |

17, Rutherglen—East Limits of North Bay, 1.00 miles; Highway 17, west limits of North Bay to Sturgeon Falls, .45 miles; Highway 17, west limits of Sturgeon Falls to Hagar, 0.38 miles; Highway 64, Sturgeon Falls to Crystal Falls Rd., 0.10 miles; Lavigne—Muskrate Creek, 0.75 miles; River Valley, 0.38 miles; Rutter—Bigwood—Wolseley Bay, 0.75 miles. . . 9.59 miles

Table Showing Totals Covering Work Done on Division No. 13

| | | |
|---|---------|-------|
| Calcium dust layer on gravel surfaces..... | 721 | tons |
| for de-icing roads..... | 32.15 | tons |
| Salt used for de-icing roads..... | 2,800 | tons |
| Crushed gravel and stone..... | 132,060 | tons |
| Right-of-way fences erected..... | 9.59 | miles |
| Snow fences erected, dismantled and stored..... | 55.0 | miles |
| Sand for winter maintenance..... 45,000 tons— | 580 | miles |
| Roads snow-plowed and kept open..... | 580 | miles |
| Equipment storage houses erected—Total number..... | 9 | |
| Shrubs received from D.H.O. nurseries at Midhurst and other nurseries | | |
| Total number..... | 2,185 | |
| Maintenance of roadside picnic places—Total number..... | 23 | |
| Number added in 1951..... | 20 | |
| Maintenance of tables and benches in roadside places..... | 29 | |
| Number added in 1951..... | 19 | |
| Maintenance of tables and benches in off-road parks—Total number..... | 46 | |
| Maintenance of off-road areas..... | 12 | acres |
| Maintenance of snow hedges planted to date..... | 6.58 | miles |
| Snow hedges added in 1951..... | 0.73 | miles |
| Routine maintenance on King's Highways..... | 347 | miles |
| Routine maintenance on Secondary Roads..... | 206 | miles |
| Routine maintenance on Development Roads..... | 1.2 | miles |
| Development Roads built..... | 1.2 | miles |
| Maintenance of scale houses—Total number..... | 3 | |

DIVISION NO. 14 — NEW LISKEARD

Construction

The grading operations were of particular benefit to the division, and the province as a whole, as the new road replaces old grading of poor alignment and heavy grades. The old grading also required excessive maintenance work and resulted in continual complaints from the travelling public, particularly during spring break-up. No unusual conditions were encountered during the year, and we were fortunate in that good material was readily available. Culvert construction was limited to creosoted timber culverts due to the steel shortage. This type of construction probably is a benefit to the contractor as it speeds up the job and he has no worries about furnishing proper aggregates.

Bridges

On Highway 11A a creosoted timber bridge was built over Watabeag River; a concrete deck and handrail on piles over the White Clay River; a concrete deck and wooden handrail on piles over the Blanche River and the same type over the Crooked Creek; a Bailey bridge was erected at Judge on the Temiskaming Road over the Blanche River and on the Elk Lake-Gowganda Road and a creosoted timber bridge on rock filled cribs was built over Mickle Creek.

Maintenance

Eleven miles of King's Highway No. 11 was surface treated with $\frac{3}{8}$ " chips; 30 miles of King's Highways was primed and $10\frac{1}{2}$ miles of secondary roads in the Temiskaming district. The only crushed gravel contract in this district was in conjunction with a granular base contract which was started late in the season and will be completed in the next fiscal year.

In the Cochrane district $10\frac{1}{2}$ miles of secondary roads, paved, was surface treated with $\frac{3}{8}$ " chips, and $9\frac{1}{2}$ miles of King's highway was primed.



New White Clay River Bridge, No. 11 Highway, 12 miles north of Kenogami



Guide rail and zone striping, No. 11 Highway, 1½ miles south of Matheson

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|----------------|
| Grading and Culverts | | | | |
| 11—Wavell to Kenogami..... | 1950 | 1951 | 16.5 | |
| 11—Latchford to New Liskeard..... | 1951 | 1951 | 4.0 | |
| | | | 20.5 | |
| Secondary Roads: | | | | |
| Elk Lake—Gowganda, Elk Lake to Gow- ganda..... | 1951 | 1951 | 1.5 | |
| Englehart—Charlton N., Charlton north.. | 1951 | 1951 | 1.0 | |
| | | | 2.5 | |
| Granular Base (New Grading) | | | | |
| 11—Wavell to Kenogami..... | 1951 | 1951 | 20.0 | 90,000 tons |
| 11—Latchford to New Liskeard..... | 1951 | 1951 | 4 | 22,800 tons |
| | | | 24 | 112,800 tons |
| Granular Base (No Grading) | | | | |
| 11—Matheson to Porquis..... | 1951 | 1951 | 20 | 60,000 tons |
| Bituminous Cold-Mix Surface | | | | |
| 65—Elk Lake to Matachewan..... | 1951 | 1951 | 2.5 | Day Labour |
| Bituminous Resurfacing of Old Pavements | | | | |
| 66—Kirkland Lake to Quebec boundary..... | 1951 | 1951 | 3.5 | Day Labour |
| Bituminous Surface Treatment | | | | |
| 11—Cut-off Stoney Creek—Kenogami..... | 1951 | 1951 | 11.25 | Day Labour |
| 67—Schumacher Overhead..... | 1951 | 1951 | .6 | Day Labour |
| | | | 11.85 | |
| Secondary Roads: | | | | |
| Barber's Bay Rd., Highway 67 to High- way 101..... | 1951 | 1951 | 6.0 | Day Labour |
| Timmins W. Rd., Timmins to Cook's Lake | 1951 | 1951 | 4.0 | Day Labour |
| | | | 10.0 | |
| Bituminous Prime on Gravel Surface | | | | |
| 11—Kenogami to north, 13 miles; Matachewan easterly, 7 miles; Porquis—Barber's Bay Rd., 9.5 miles..... | | | 29.5 | All Day Labour |
| Secondary Road: | | | | |
| Temiskaming Rd., Highway 11 easterly.. | | | 10.5 | Day Labour |
| Calcium Dust Layer | | | | |
| 11—Matheson—Porquis, 20 miles; Highway 65, New Liskeard—Elk Lake, 34 miles; Highway 67, Connaught—Hoyle, 10 miles..... | | | | 64 miles |
| Secondary Roads: | | | | |
| Lorraine Rd.; Haileybury W. Rd.; North Temiskaming Rd.; North Rd.; McCool—Thornloe—Earlton Rd.; Englehart—Charlton—Elk Rd.; Boston Creek Rd.; Shillington—Monteith Rd. and Holtzyre Rd..... | | | | 117.25 miles |
| Calcium Used for De-Icing | | | | |
| 67—Pamour—Timmins, 12 tons; Highway 101, Pamour—Matheson, 175 tons..... | | | | 187 tons |
| Secondary Roads: | | | | |
| Timmins westerly..... | | | | 200 tons |
| Salt Used for De-Icing | | | | |
| 11—800 tons; Highway 66, 235 tons; Highway 67, 60 tons; Highway 101, 180 tons..... | | | | 1,275 tons |
| Secondary Roads | | | | |
| Barber's Bay Rd..... | | | | 15 tons |

Crushed Gravel and Stone on Roads (All Day Labour)

65—New Liskeard to Elk Lake, 60 miles—18,000 tons;

67—Connaught-Hoyle, 10 miles—4,000 tons;

11—Kenogami north, 5 miles—2,000 tons..... 75 miles—24,000 tons

Secondary Roads (All Day Labour):

Shillington-Monteith Rd., 7 miles, 3,000 tons; Holtyre, 5 miles, 2,000

tons; Sesekenika, 2 miles, 500 tons; Boston Creek, 5 miles, 2,000 tons;

Silver Centre, 13 miles, 6,000 tons; Haileybury West, 8 miles, 3,000 tons;

North Rd., 6 miles, 2,000 tons; Englehart-Charlton and North, 7 miles,

3,000 tons; Charlton-Elk Lake, 7 miles, 3,000 tons; Thornloe-Earlton-

McCool, 5 miles, 2,000 tons; Gowganda, 35 miles, 17,000 tons; Kenogami

south, 1 mile, 500 tons.....

44,000 tons

Table Showing Totals Covering Work Done on Division No. 14

| | | |
|---|--------|-------|
| Calcium dust layer on gravel surfaces..... | 696 | tons |
| for de-icing roads..... | 200 | tons |
| Salt used for de-icing roads..... | 1,275 | tons |
| Crushed gravel and stone..... | 68,000 | tons |
| Right-of-way fences erected..... | 0.7 | miles |
| Snow fences erected, dismantled and stored..... | 102 | miles |
| Sand for winter maintenance..... | 9,500 | tons |
| Roads snow-plowed and kept open..... | 886 | miles |
| Equipment storage houses erected—Number added in 1951..... | 2 | |
| Shrubs received from D.H.O. nursery at Midhurst and other nurseries—Total number..... | 4,000 | |
| Maintenance of roadside picnic places—Total number..... | 17 | |
| Number added in 1951..... | 3 | |
| Maintenance of tables and benches in roadside places..... | 32 | |
| Maintenance of tables and benches in off-road parks—Total number..... | 26 | |
| Number added in 1951..... | 3 | |
| Maintenance of off-road areas..... | 10.26 | acres |
| Maintenance of snow hedges planted to date..... | 4 | miles |
| Snow hedges added in 1951..... | 3 | miles |
| Routine maintenance on King's Highways..... | 368 | miles |
| Routine maintenance on Secondary Roads..... | 340 | miles |
| Maintenance of scale houses—Total number..... | 3 | |

DIVISION NO. 16 — COCHRANE**Construction**

Contracts 49-62, 50-72, 50-91, 50-109, 50-111 and 51-388 were completed this year.

Contract No. 51-49 grading and granular base from Smooth Rock Falls easterly was commenced and the contractor has worked through the winter on the project, excavating and backfilling muskeg sections.

Fifteen miles of H.L.4 pavement was completed from Strickland westerly. We feel that the decision to increase the granular base quantities on the contract was well worth while, although difficulty was experienced in estimating the required quantities owing to settlement in the muskeg areas.

Resurfacing was completed at various locations east and west of Kapuskasing, a total of 7.3 miles being resurfaced, preceded by approximately 1' of granular base. The Opasatika River Bridge was completed with an improvement of the alignment of the highway incorporated in the construction.

Two timber truss bridges were constructed on the Hearst-Coppell secondary road, replacing two structures which had completely failed.

Granular base and ditching was undertaken by day labour forces on the Moonbeam to Remi Lake secondary road in preparation for mulching.

Owing to the steel shortage 12 culverts on Contract No. 50-111 were converted from concrete to creosoted timber culverts.



New Buskegan River Bridge, No. 11 Highway 11 miles west of Cochrane

Use of portable platform scales for ton-mile hauling of road building materials.

Use of Bailey bridge panels to reinforce wood structures quickly pending replacement.

Periodic reshaping of curves to proper cross-section, of gravel surfaces, in excess of daily dragging operation.

More regular mechanical road inspection of operating equipment in an endeavour to foretell and reduce repairs, keeping machines in service.

The knowledge that roads can be kept well bared of ice in this area where temperature is seldom above freezing point, by closer plowing with straight and saw-toothed blades, and direct salt application.

The successful experiment of opening up side and off-take ditches by mounting a small plow nose on light tractor which could operate directly in ditches. This proved a saving of time and cost, and prevention of areas becoming flooded hazarding traffic.

We received the following equipment in 1951:

- 1 Adams grader—Model 512.
- 1 Rome grader—Model 401A.
- 1 Truck—2-½-ton Maple Leaf.
- 1 Truck—½-ton Chevrolet.
- 1 Truck—5-ton I.H.C. L190 with W/plow equipment.
- 1 Truck—6-ton I.H.C. L210 with W/plow equipment.
- 1 Tractor—Case DI.
- 1 Tractor—Case VIA with Lull loader.
- 1 Tractor—I.H.C. TD6 with Malo loader and dozer.
- 1 Roller—Littleford Model 155.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|---|
| Grading and Culverts | | | | |
| 11—Hunta to 16 miles west..... | 1950 | .... | 14 | Incomplete |
| 10 miles east of Kapuskasing to Kapus- kasing..... | 1950 | 1951 | 15.5 | Complete |
| Hearst to Long Lac..... | .... | .... | .... | (Concrete 390 C.Y. Excav. 17,800 C.Y. Creo.-timber 147,275 F.B.M. culvert) |
| Smooth Rock Falls easterly..... | .... | .... | 4.0 | |
| | | | 33.5 | |
| Secondary Roads: | | | | |
| Moonbeam to Remi Lake..... | 1951 | 1951 | 3.0 | |
| Herman Lake to Nellie Lake..... | 1951 | .... | 2.4 | Day Labour— incomplete |
| | | | 5.4 | |
| Granular Base (New Grading) | | | | |
| 11—Smooth Rock Falls easterly..... | 1951 | .... | 3.0 | |
| Granular Base (No Grading) | | | | |
| 11—Pitopiko to Pagwa..... | 1950 | 1951 | 10.0 | |
| Smooth Rock Falls—Departure Lake Rd.. | 1951 | 1951 | 7.5 | |
| 67—Porquis Jct. to Iroquois Falls..... | 1951 | 1951 | .22 | |
| | | | 17.72 | |
| Development Roads: | | | | |
| Remi Lake to Highway No. 11..... | 1951 | 1951 | 3.0 | |
| Secondary Roads: | | | | |
| Remi Lake to Moonbeam..... | 1951 | 1951 | 3.0 | Day Labour |
| Gravelling Contracts (Not Including Granular Base) | | | | |
| 11—Cochrane to Hunta..... | 1951 | 1951 | 16.0 | 30,000 tons |
| 11—Smooth Rock Falls westerly..... | 1951 | 1951 | 12.0 | 15,000 tons |
| 11—Klotz Lake westerly..... | 1951 | 1951 | 20.0 | 40,000 tons |
| | | | 48.0 | 85,000 tons |
| Bituminous Pavement | | | | |
| 11—East of Kapuskasing to west of Kapus- kasing..... | 1951 | 1951 | 15.5 | |
| Bituminous Cold-Mix Surface | | | | |
| 11—Nellie Lake northerly..... | 1951 | 1951 | 2.0 | |
| Pitopiko westerly..... | 1951 | 1951 | 2.0 | |
| | | | 4.0 | |
| Bituminous Resurfacing of Old Pavements | | | | |
| 11—Kapuskasing east and west..... | 1951 | 1951 | 7.3 | |
| 11—Opasatika to Mattice and Hearst..... | 1951 | 1951 | 2.2 | Mulch |
| 67—Porquis Jct. to Iroquois Falls..... | 1951 | 1951 | 4.55 | |
| | | | 14.05 | |
| Bituminous Surface Treatment | | | | |
| 11—Porquis Jct. northerly..... | .... | .... | 16.0 | |
| Bituminous Prime on Gravel Surface | | | | |
| 11—2 miles west of Pitopiko westerly..... | 1951 | 1951 | 2.6 | |
| Calcium Dust Layer | | | | |
| 11—Cochrane to Long Lac..... | 1951 | 1951 | 247 | 709 tons |
| Cochrane to Long Lac (de-icing)..... | 1951 | 1951 | .... | 194 tons |
| Cochrane to Long Lac (salt)..... | 1951 | 1951 | .... | 330 tons |

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|--|
| Bridges Built | | | | |
| 11—Opasatika River..... | 1950 | 1951 | .... | Concrete—1 only |
| Secondary Roads: | | | | |
| Hearst to Coppel..... | 1951 | .... | .... | (Day labour— timber truss incomplete) |
| Hearst to Coppel..... | 1951 | .... | .... | (Day labour— timber truss— incomplete 2 only) |
| Crushed Gravel or Stone on Roads | | | | |
| 11—From Cochrane to Long Lac..... | | | | 19,980 tons |
| Secondary Roads: | | | | |
| Cochrane to Norembega, 1,500 tons; | | | | |
| Cochrane to Gardiner, 4,000 tons..... | | | | 5,500 tons |
| Hearst—Long Lac, 420 tons; Hearst— Coppel, 800 tons..... | | | | 1,220 tons |
| | | | | 26,700 tons |
| Right-of-way Fences Erected | | | | |
| 11—Cochrane—Hearst..... | | | | 14.4 miles |

Table Showing Totals Covering Work Done on Division No. 16

| | | |
|--|--------|-----------------|
| Calcium dust layer on gravel surfaces..... | 709 | tons |
| for de-icing roads..... | 194 | tons |
| Salt used for de-icing roads..... | 360 | tons |
| Crushed gravel and stone..... | 26,700 | tons—23.0 miles |
| Right-of-way fences erected..... | 14.4 | miles |
| Snow fences erected, dismantled and stored..... | 53.1 | miles |
| Roads snow-plowed and kept open..... | 408 | miles |
| Equipment storage houses erected—Total number..... | 14 | |
| Maintenance of roadside picnic places—Total number..... | 15 | |
| Number added in 1951..... | 7 | |
| Maintenance of tables and benches in roadside places—Total number..... | 24 | |
| Number added in 1951..... | 9 | |
| Routine maintenance on King's Highways..... | 314.5 | miles |
| Routine maintenance on Secondary Roads..... | 73.5 | miles |
| Development Roads built..... | 2.4 | miles |
| Maintenance of scale houses—Total number..... | 2 | |

DIVISION NO. 17 — SUDBURY

Construction

Contract 50-22 (Whitefish westerly)—Not completed in 1951. Shoulders to be trimmed, the trimming of cuts approximately 50% complete. Class "A" granular material has been placed on 4 miles of road leaving 3.5 miles to complete. The spreading of Class "B" material approximately 98% complete. This section being built to Trans-Canada north section.

Contract 50-217—This contract approximately 70% complete—expect to finish October 31, 1952. Fair progress was made. Job very well organized. This section being built to Trans-Canada north section.

Contract 20-218—Two miles finished from the French River north. Progress very slow. This section being built to Trans-Canada south section.

Contract 50-219—Rock cuts and fills approximately 98% complete from the Murdock Creek south 2.5 miles. Good progress made during winter months due to better access to job. This section being built to Trans-Canada south section.

Contract 51-48 (Sudbury to Copper Cliff)—This job started September 10.



Simon Lake Park, No. 17 Highway, west of Sudbury

Very poor progress made due to a very wet Fall. Grading approximately 35% complete. Road standard for 40' pavement.

Contract 51-62 (Sudbury south 2 miles to Finn Corners)—This job started October 15. Good progress has been made. This section being built to Trans-Canada south section.

Contract 51-70 (Vermilion River east for 5.7 miles)—Job started December 1. Rockfill completed in the vicinity of the Vermilion River. Clearing 90% complete. Job well organized. This section being built to Trans-Canada north section.

Maintenance

The uninterrupted application of a high quality granular base on the Capreol and Falconbridge roads during the winter was an important and fortunate operation. It will mean a new mulch surface a year earlier. Of the 20.5 miles of pavement from Sudbury to Capreol 4.9 miles were badly broken and received a base of average depth of 1.92 feet over a width of 30 feet. Of the 8.6 miles of pavement from Highway No. 17 to Falconbridge 4.15 miles of broken road were granular based to an average depth of 1.85 feet over a width of 30 feet.

The application of the bases by day labour during the winter by the ton-mile system proved to be most efficient, trucks and other equipment being more readily obtainable in winter.

During the summer of 1951 granular base 28' wide and 1.87' deep was applied on the surface from West Bay in the Manitoulin area to 2 miles west of Kagawong, a distance of 10.7 miles in Billings and Allan townships.

Low-lying sections were raised above normal flood level. Sharp curves were eased and new ditches were graded in the widened right-of-way. In all

246,236 tons were applied; 150,000 by contract and the remainder by day labour. The surface is no longer affected by frost action and is suitable for paving.

In the Sudbury area there were 85 miles of gravel road surface primed and 78 miles primed in the Manitoulin area. The prime is especially appreciated on Manitoulin Island by the tourists.

The elimination of tattered and unsightly tourist signs was undertaken especially on Manitoulin Island. Replacements were set in a new style frame holding ten signs each and clamped in place without the use of nails. Signs may be removed or replaced without damage to the frame and without leaving a space. The process will be continued to completion during the coming summer.

Emphasis on regular and definite beats for plow operators with scheduled reports to their base again showed an increase in plowing efficiency. Each operator had three scheduled calls: 1, when leaving base to plow; 2, at extremity of beat; 3, at return to base. Night patrols with sanding and salting equipment were in operation except in Manitoulin Island. Three additional sanding units were in patrol operation in the evening to complete 24-hour coverage on main highways and important mining roads. Two new 3-ton trucks were purchased for this service.

Four new power graders and three heavy plow trucks were received as replacements during the year which not only permitted an increase in service but came as a welcome relief to operators.

ROUTINE MAINTENANCE OF SECONDARY ROADS

From Highway No. 17 to Markstay 1.0 miles; Highway No. 17, Falconbridge and Skead 18.4 miles; Hanmer to Bailey's Corner on Skead Road 7.0 miles; Sudbury to Capreol and Milnet 29.2 miles; Sudbury to Frood Mine 1.0 miles; Sudbury to Levack, Cartier, Benny Lake 61.6 miles; Highway No. 69 at Four Corners to Long Lake 5.0 miles; Highway No. 69 at Wanup to Wahnapitae 10.4 miles; Highway No. 17 to Creighton 3.5 miles; Highway No. 17 at Whitefish to Lake Penage 9.4 miles; Little Current to South Baymouth 42.6 miles; Little Current to Gore Bay-Meldrum Bay 85.4 miles; Tehkummah to Providence Bay-Gore Bay 48.9 miles; Mindemoya to West Bay 7.7 miles; Gore Bay-Meldrum Bay Road to Barris Island 2.4 miles. Total 333.5 miles.

ROUTINE MAINTENANCE ON KING'S HIGHWAYS

Highway No. 17 from Hagar to 3 miles west of McKerrow 75.1 miles; Highway No. 68-Highway No. 17, 1 mile west of McKerrow to Little Current 37.4 miles; Highway No. 69 south limit of City of Sudbury to north limit of Sudbury industrial farm 22.0 miles. Total 134.5 miles.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|--------------|
| Granular Base (No Grading) | | | | |
| Development Road: | | | | |
| No. 100, Providence Bay to Tehkummah. | 1950 | 1951 | 14.0 | 40,641 tons |
| 17—Whitefish to Nairn..... | 1950 | .... | 9.0 | 223,664 tons |
| Secondary Roads: | | | | |
| Capreol-Pilon's Hill to Ross's Corner.... | 1952 | .... | 4.9 | 119,664 tons |
| Falconbridge Highway No. 17 to 1 mile south..... | 1952 | .... | 4.15 | 98,809 tons |
| Little Current—West Bay—Gore Bay Rd. to 2 miles west of Kagawong..... | 1951 | 1951 | 4.15 | 246,323 tons |
| | | | 13.20 | 464,796 tons |

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|------------------|
| Development Road: | | | | |
| Old Garson Falconbridge Rd. to Capreol Rd. | 1951 | 1951 | 3.2 | 27,128 tons |
| Bituminous Prime on Gravel Surfaces | | | | |
| 69—Sudbury to Estaire. | 1951 | 1951 | 19.0 | |
| 17—Whitefish to 2 miles west of McKerrow .. | 1951 | 1951 | 21.0 | |
| 68—Espanola to Swift Current. | 1951 | 1951 | 25.0 | |
| | | | 65.0 | |
| Secondary Roads: | | | | |
| Larchwood to Levack. | 1951 | 1951 | 12.0 | |
| Whitefish to Penage Lake. | 1951 | 1951 | 8.0 | |
| Sheguiandah to South Bay Mouth. | 1951 | 1951 | 36.0 | |
| Tehkummah to Providence Bay-Spring Bay. | 1951 | 1951 | 34.0 | |
| West Bay to Mindemoya. | 1951 | 1951 | 8.0 | |
| | | | 98.0 | |
| Calcium Chloride Dust Layer | | | | |
| 69—Sudbury to Estaire, 19 miles; Highway 17, Whitefish to 3 miles east of McKerrow, 21 miles; Highway 68, Espanola to Swift Current, 25 miles (applied before prime to stabilize granular base—3 tons per mile). | | | | Total 65 miles |
| Secondary Roads: | | | | |
| Larchwood to Levack, 12 miles; Whitefish to Penage Lake, 8 miles; Sheguiandah to South Bay Mouth, 36 miles; Tehkummah to Providence Bay-Spring Bay, 34 miles; West Bay to Mindemoya, 8 miles (applied before prime to stabilize granular base); Levack to Cartier, 18 miles; Hanmer to 2 miles north of Bailey's Corner, 5 miles; Highway 68, Wanup to Wahnapiatae, 11 miles; Gore Bay to Meldrum Bay, 45 miles; and Gore Bay to Spring Bay, 18 miles. | | | | Total 195 miles |
| Calcium Chloride (De-Icing) | | | | |
| 68—Little Current-Espanola, 1 mile; Highway 17, Copper Cliff-McKerrow, 5 miles; Sudbury to Hagar, 1 mile; Highway 69, Sudbury-Estaire, 2 miles; and Highway 17, Sudbury to Copper Cliff, 3 miles. | | | | Total 12 miles |
| Secondary Roads: | | | | |
| On all Manitoulin roads, 5 miles; No. 17 to Penage Lake, 5 miles; and Sudbury to Long Lac, 1 mile. | | | | Total 11 miles |
| Salt for De-Icing | | | | |
| 17—Sudbury-Hagar, 362 tons; and Sudbury 3 miles west of McKerrow, 519 tons; Highway 68, McKerrow to Little Current, 138 tons; Highway 69, Sudbury to Estaire, 180 tons. | | | | Total 1,199 tons |
| Secondary Roads: | | | | |
| Falconbridge-Capreol Rd., Bailey Crosscut, Lake Penage Rd., Creighton Rd., Manitoulin Island. | | | | Total 1,462 tons |
| Crushed Stone and Gravel on Roads | | | | |
| 17—Whitefish-Spanish River Bridge; Highway 68-Highway 17 to Little Current. | | | | 40,016.55 tons |
| Secondary Roads: | | | | |
| Little Current-West Bay; Gore Bay-Meldrum Bay; Little Current-Manitowaning. | | | | 50,026.15 tons |
| Development Roads: | | | | |
| Tehkummah to Providence Bay. | | | | 11,000 tons |
| Right-of-way Fences Erected | | | | |
| Little Current-Gore Bay, 5.1 miles; Highway No. 17, Sudbury-Hagar, .37 miles; Sudbury-Whitefish, .03 miles; Whitefish-Nairn, 1.8 miles. | | | | Total 7.3 miles |
| Table Showing Totals Covering Work Done on Division No. 17 | | | | |
| Calcium dust layer on gravel surfaces. | | | | 260 miles |
| for de-icing roads. | | | | 23 tons |

| | | |
|---|-----------|-------|
| Salt used for de-icing roads..... | 2,661 | tons |
| Crushed gravel and stone..... | 101,042.7 | tons |
| Right-of-way fences erected..... | 7.3 | miles |
| Snow fences erected, dismantled and stored..... | 76.7 | miles |
| Sand for winter maintenance..... | 12,110 | tons |
| Roads snow-plowed and kept open..... | 823.5 | miles |
| Equipment storage houses erected—Total number..... | 10 | |
| Maintenance of roadside picnic places—Total number..... | 5 | |
| Maintenance of tables and benches in roadside places..... | 19 | |
| Maintenance of tables and benches in off-road parks..... | 78 | |
| Maintenance of off-road areas—3 parks..... | 328.58 | acres |
| Routine maintenance on King's Highways..... | 134.5 | miles |
| Routine maintenance on Secondary Roads..... | 333.5 | miles |
| Development Roads built—Granular base..... | 14 | |
| Maintenance of scale houses..... | 1 | |

DIVISION NO. 18 — BLIND RIVER

Construction

GRADING

Highway No. 17—A 12-mile section west of Massey was completed and paved with bituminous hot mix 22' wide. East of Massey a 12-mile section was 70% completed.

North of Sault Ste. Marie, near Hayden, granular base was placed on four short sections which have been breaking up badly each Spring. A short diversion was made at Hayden to eliminate an encroachment on the Algoma Central Railway right-of-way.

Secondary Roads—Thessalon-Chapleau—South from Hinkler for 10 miles a grading contract was 80% completed.

Humbug Pt.-St. Joseph's Island Road—A good deal of granular base was placed on the road and the abutments built for one bridge.



No. 17 Highway, 12½ miles east of Blind River

Searchmont Road—Near Bellevue a diversion was graded for approximately a mile to eliminate an encroachment on the Algoma Central Railway right-of-way.

STRUCTURES

Two large timber culverts were built on Highway No. 17, north of Sault Ste. Marie and also two on the White River Road.

Maintenance

Splendid results were achieved in weed killing but were not so successful in killing brush.

BUILDINGS

Blind River repair shop was enlarged and a paint shop was built. At Sault Ste. Marie an equipment storage building was erected and a frame building for salt storage at Chapleau. The usual summer and winter highway maintenance was carried out.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|--|
| Grading and Culverts | | | | |
| 17—Webbwood to Massey..... | 1950 | ..... | 6 | Trans-Can. Stand. |
| Massey to Walford..... | 1950 | 1951 | 2 | Trans-Can. Stand. |
| Algoma east and west..... | 1951 | ..... | 2.5 | Trans-Can. Stand. |
| Hayden south..... | 1951 | 1951 | 0.5 | Encroachment on A.C. Rly. right-of- way eliminated. |
| | | | 11.0 | |
| Secondary Roads: | | | | |
| Thessalon—Chapleau from Hinkler Lake south..... | 1950.. | ..... | 5.0 | Trans-Can. Stand. |
| Near Bellevue..... | 1951 | 1951 | 1.0 | Encroachment on A.C. Rly. elimin- ated |
| | | | 6.0 | |
| Granular Base (New Grading) | | | | |
| 17—Webbwood to Massey..... | 1951 | ..... | 8.0 | |
| Algoma east and west..... | 1951 | ..... | 2.0 | |
| Hayden south..... | 1951 | 1951 | 0.5 | |
| | | | 10.5 | |
| Secondary Roads: | | | | |
| Thessalon—Chapleau Hinkler Lake south . | 1951 | ..... | 10.0 | |
| Searchmont Rd., near Bellevue..... | 1951 | 1951 | 1.0 | Elimination of en- croachment on A.C. Rly. right-of-way. |
| | | | 11.0 | |
| Granular Base (No Grading) | | | | |
| 17—From Sault Ste. Marie to Hayden..... | 1951 | ..... | 5.0 | |
| Secondary Roads: | | | | |
| Thessalon—Chapleau at Aubrey Falls..... | 1951 | 1951 | 10.0 | |
| Bituminous Hot-Mix Pavement | | | | |
| 17—Walford to Massey..... | 1951 | 1951 | 12.0 | 22' wide |
| Bituminous Hot-Mix Mulch | | | | |
| 17—Jones Landing north..... | 1951 | 1951 | 2.5 | |
| Pancake River to Mamainse Pit..... | 1951 | 1951 | 8.5 | |
| | | | 11 | |
| Bituminous Surface Treatment | | | | |
| 17—Goulaise River to Haviland..... | 1951 | 1951 | 7.0 | |
| Chippewa River to Batchawana..... | 1951 | 1951 | 2.5 | |
| Carp River to Pancake River..... | 1951 | 1951 | 5.0 | |
| | | | 14.5 | |
| Secondary Roads: | | | | |
| Gros. Cap. Korah westerly..... | 1951 | 1951 | 2.0 | |

Bituminous Prime on Gravel Surfaces

Secondary Roads:

| | | |
|--|------|------|
| Thessalon—Chapleau, Thessalon to Cumming Lake..... | 1951 | 27.0 |
|--|------|------|

Calcium Dust Layer

| | |
|---|----------|
| 17—Webbwood to Walford, 22 miles; Pancake River—Montreal River, 27 miles..... | 49 miles |
|---|----------|

Secondary Roads:

| | |
|--|-----------|
| Thessalon—Chapleau, 70 miles; St. Joseph Island Rd., 30 miles; Searchmont Rd., 10 miles..... | 110 miles |
|--|-----------|

Calcium used for dust layer (various), 60 tons calcium

17—(Salt) Webbwood to Montreal River, 620 tons salt.

Secondary Roads:

Various, 160 tons salt.

Crushed Gravel and Stone on Roads

17—Various, 10,000 tons.

Secondary Roads:

| | |
|--|-------------|
| Thessalon—Chapleau, 8,500 tons; Dunn Valley, 2,000 tons; Searchmont Rd., 4,500 tons..... | 15,000 tons |
|--|-------------|

Right-of-way Fences Erected

| | |
|--|-----------|
| 17—(Various) Blind River—Iron Bridge, 1 mile; Spragge east and west, 2 miles; East Division boundary to Massey, 1.5 miles..... | 4.5 miles |
|--|-----------|

Table Showing Totals Covering Work Done on Division No. 18

| | | |
|--|--------|-------|
| Calcium dust layer on gravel surfaces..... | 300 | tons |
| for de-icing roads..... | 60 | tons |
| Gravel consolidation on contracts..... | 640 | tons |
| Salt used for de-icing roads..... | 780 | tons |
| Crushed gravel and stone..... | 25,000 | tons |
| Right-of-way fences erected..... | 4.5 | miles |
| Snow fences, erected, dismantled and stored..... | 43.5 | miles |
| Sand for winter maintenance..... | 9,500 | tons |
| Roads snow-plowed and kept open..... | 580 | miles |
| Equipment storage houses erected—Total number..... | 8 | |
| Number added in 1951..... | 1 | |
| Maintenance of roadside picnic places—Total number..... | 14 | |
| Maintenance of tables and benches in roadside places—Total number..... | 22 | |
| Maintenance of tables and benches in off-road places—Total number..... | 17 | |
| Number added in 1951..... | 10 | |
| Maintenance of off-road areas..... | 162 | acres |
| Routine maintenance on King's Highways..... | 269 | miles |
| Routine maintenance on Secondary Roads..... | 382 | miles |

DIVISION NO. 19 — FORT WILLIAM**Construction**

Some 14 miles graded on Trans-Canada, extremely heavy construction between Steel River and Marathon. Should complete by 1953. One bridge built. Grading complete on 20 miles of Highway No. 61 except for some shouldering and trim. Paving from Longlac to Sturgeon River for 38 miles.

| Highway | Com-menced | Com-pleted | Miles completed in 1951 | Remarks |
|---|------------|------------|-------------------------|-----------------------------------|
| Grading and Culverts | | | | |
| 17—Angler Creek to Mink Creek..... | 1950 | .... | 3.0 | |
| 17—Ripple to Prairie River..... | 1951 | .... | 3.0 | |
| 17—Poland to Firesteel River..... | 1950 | .... | 8.0 | |
| 61—McCluskey's Corner to Pine River..... | 1949 | .... | 12.0 | |
| | | | 26.0 | |
| Secondary Roads: | | | | |
| Hydro Rd., Highway 17 to Cameron Falls..... | 1951 | 1951 | 10.0 | Grading and ditching by bulldozer |

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|--|----------------|----------------|-------------------------------|-------------------|
| Granular Base (No Grading) | | | | |
| 17—Wolfe River to E. Hurkett Rd..... | 1952 | .... | 5.0 | 27,638 tons |
| 17—4 miles east of Ouimet to Coldwater Creek.. | 1952 | .... | .... | 27,303 tons |
| 17A—Siistonen's Corner to 6 miles west of Port Arthur..... | 1951 | .... | .... | 90,000 tons |
| | | | 5.0 | 144,941 tons |
| Secondary Roads: | | | | |
| Hymer's Rd.—Jct. Silver Mt. Rd. to Kaka- beka..... | 1952 | .... | 4.0 | 96,859 tons |
| Dog Lake Rd.—Jct. 17A to Lappe..... | 1951 | .... | .... | 43,866 tons |
| Oliver Rd.—Murillo to Kakabeka..... | 1951 | .... | .... | 90,000 tons |
| | | | 4.0 | 230,725 tons |
| Gravelling Contracts (Not Including Granular Base) | | | | |
| 11—Orient Bay to Beardmore..... | 1951 | 1951 | .... | 40,000 tons |
| 17—Cavers to Nipigon..... | 1951 | 1951 | .... | 30,000 tons |
| | | | | 70,000 tons |
| Secondary Roads: | | | | |
| Dog. Lake Rd.—Jct. 17A to Lappe..... | 1951 | 1951 | (Stockpiled) | 25,000 tons |
| Bituminous Hot-Mix Surface | | | | |
| 11—Longlac to Nipigon..... | 1951 | .... | 37.0 | |
| Bituminous Surface Treatment | | | | |
| 17—Schreiber to Selim..... | 1951 | .... | 8.0 | All prime base |
| 17—Rossport to Cavers..... | 1951 | .... | 13.0 | except 2.1 miles |
| | | | 21.0 | old mulch. |
| Secondary Roads: | | | | |
| Oliver Rd.—Port Arthur to Kakabeka.... | 1951 | 1951 | 11.2 | Prime base, old |
| | | | 6.0 | mulch |
| Twin City—Oliver Rd.—McCluskey's Cors. | 1951 | 1951 | 4.0 | Mulch base |
| Cross Rd..... | .... | .... | 6.0 | Prime base |
| | | | 27.2 | |
| Bridges Built | | | | |
| 11—Between Nipigon and Longlac—Creelman Creek | | | | |
| 11—Between Nipigon and Longlac—Blackwater River | | | | |
| 61—Fort William and Pigeon River—Pine River | | | | |
| 17—Nipigon to Port Arthur—Trout Creek | | | | |
| 17—Fort William to English River—Oskondaga River | | | | |
| | | | | Total number 5 |
| Secondary Roads: | | | | |
| Pearson—Pardee Loop, between South Gillies—E. Pearson—Pine River | | | | |
| Silver Islet Rd., between Highway 17—Silver Islet—Sibley Creek | | | | |
| Between Highway 17—Silver Islet—Sibley Creek | | | | Total number 3 |
| Bituminous Prime on Gravel Surface | | | | |
| 17—Steel River—Terrace Bay, 17.2 miles; Walkers Lake—Cavers, 22.2 miles; Red Rock to Wolfe River, 15.5 miles; Sunshine—Poland, 37.4 miles; No. 11, Orient Bay—Beardmore, 20.0 miles; | | | | Total 121.3 miles |
| 61—Pine River northerly, 9.0 miles..... | | | | |
| Secondary Roads: | | | | |
| Leitch Rd.—Highway 11 to Leitch Mine, 5 miles; Twin City Road, 10.0 miles; Oliver Road, 10.0 miles..... | | | | Total 25 miles |
| Calcium Dust Layer | | | | |
| 17A—6 miles west of Port Arthur—Siistonen's Corners, 15 miles; | | | | Total 28 miles |
| 17—Red Rock to Wolfe River, 13 miles..... | | | | |
| Secondary Roads: | | | | |
| Hurkett Road, 4.5 miles; Dog Lake Rd., 19.5 miles; Trout Lake Rd., 5.0 miles; Narks Rd., 15.2 miles; Hymers Rd., 8.0 miles; Sable | | | | |

Rd., 16.2 miles; Silver Mt. Rd., 34.9 miles; Pardee Loop, 18.9 miles; Devon Rd., 11 miles; Silver Islet Rd., 25.0 miles; Shebandown Rd., 17.0 miles; Hydro Rd., 24 miles; Oliver Rd., 6.0 miles..... Total 205.2 miles

Calcium Used for De-Icing

17—Nipigon—Port Arthur, 120 tons; Highway No. 11, Nipigon—Beardmore, 40 tons..... Total 160 tons

Salt Used for De-Icing

17—Terrace Bay—Port Arthur, 378 tons; Fort William—English River, 230 tons; Highway No. 11, Nipigon to Longlac, 132 tons; Highway 61, Fort William to Pigeon River, 120 tons;
17A—Port Arthur—Siistonen's Corner, 40 tons..... Total 900 tons

Secondary Roads:

Oliver Rd., Port Arthur to Kakabeka, 40 tons; Oliver Rd.—Highway 61, 20 tons..... Total 60 tons

Crushed Gravel and Stone on Roads (All Placed on Roads)

Secondary Roads:

Marks Rd., 5,000 cubic yards; Silver Mt. Rd., 4,500 cubic yards; Dog Lake, 500 cubic yards..... Total 15,000 tons

Right-of-way Fences Erected

61—McCluskey's Corner—Pine River..... 31 miles

Table Showing Totals Covering Work Done on Division No. 19

| | | |
|---|---------|-------|
| Calcium dust layer on gravel surface..... | 640 | tons |
| for de-icing roads..... | 160 | tons |
| Salt used for de-icing roads..... | 960 | tons |
| Crushed gravel and stone..... | 105,000 | tons |
| Right-of-way fences erected..... | 31 | miles |
| Snow fences erected, dismantled and stored..... | 48 | miles |
| Sand for winter maintenance..... | 10,000 | tons |
| Roads snow-plowed and kept open..... | 658 | miles |
| Equipment storage houses erected—Total number..... | 2 | |
| Number added in 1951..... | 1 | |
| Shrubs received from D.H.O. nursery at Midhurst—Total number..... | 1,400 | |
| Other nurseries..... | 10,000 | |
| Maintenance of roadside picnic places—Total number..... | 16 | |
| Maintenance of tables and benches in roadside picnic places—Total number..... | 132 | |
| Number added in 1951..... | 23 | |
| Maintenance of off-road areas..... | 230 | acres |
| Maintenance of snow hedges planted to date..... | 4.76 | miles |
| Snow hedges added in 1951..... | 0.5 | miles |
| Routine maintenance on King's Highways..... | 450 | miles |
| Routine maintenance on Secondary Roads..... | 233 | miles |
| Maintenance of scale houses..... | 1 | |

DIVISION NO. 20 — KENORA

Construction

Seven miles of hot mix pavement were completed on the Trans-Canada Highway west from Dinorwic and approximately three miles of additional grading in the same locality. On Highway No. 70, 9 miles of grading and granular base were completed from Finland south, giving a direct route to join Highway No. 71, three miles west of Emo. Granular base was laid over 20 miles on Highway No. 70 south from the Highway No. 17-70 junction. Granular base was also laid on Highway No. 71 over 13 miles on the worst sections. No new type equipment was used. Some difficulty was encountered on Highway No. 70 in procuring stabilization on the granular material owing to lack of stone. This was overcome by the application of calcium chloride in solution and later by priming. This section is now in good shape for paving. A Department equipment yard established at Emo.

Maintenance

Using the kwik-mix in conjunction with a sand drier we started to mix M.I.P. with $\frac{3}{8}$ " crushed gravel on approximately March 1. Very good results were obtained when this was used for filling holes in pavement and bituminous surfaced gravel. The climate is very suitable for this type of early spring patching inasmuch as it remains very dry for several weeks at a time. It was found that approximately 75%-80% of the material used remained in place during the spring break-up.

Stockpiles of pit run gravel were piled at intervals of 3 and 4 miles on the secondary roads during the late fall for use during the spring break-up. This prevented unnecessary travel on our roads by our forces during the early spring.

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|---------------------------------|
| Grading and Culverts | | | | |
| 70—4 miles south of Finland to Jct. Highway No. 71..... | 1950 | 1951 | 9.0 | |
| 17—Dinorwic westerly..... | 1950 | 1951 | 7.0 | |
| 17—20 miles east of Dinorwic—19 miles easterly | .... | .... | 1.0 | Revell R. Div. |
| | | | 17.0 | |
| Development Roads: | | | | |
| Across Lots 7 and 8, Cons. II and III— Carpenter Twp..... | 1951 | 1951 | 1.0 | |
| Granular Base (New Grading) | | | | |
| 70—4 miles south of Finland—Jct. Highway 71. | 1951 | 1951 | 9.0 | |
| 17—3 miles east of Dinorwic to 7 miles westerly | 1951 | 1951 | 10.0 | |
| 17—20 miles east of Dinorwic to 19 miles easterly..... | 1951 | 1951 | 1.0 | |
| 70—Longbow Corners southerly..... | 1950 | 1951 | 15.0 | Where required |
| | | | 35.0 | |
| Granular Base (No Grading) | | | | |
| 71 Emo to Rainy River..... | 1951 | 1951 | 13.0 | |
| Gravelling Contracts (Not Including Granular Base) | | | | |
| 72—Sioux Lookout to Dinorwic..... | 1951 | 1951 | 43.0 | 15,000 tons |
| 105—Ear Falls to Red Lake..... | 1951 | 1951 | 30.0 | 15,000 tons |
| 17—Longbow Corners to Oxdrift (Surface Treatment)..... | 1951 | 1951 | 48.0 | 20,000 tons |
| | | | 121.0 | 50,000 tons |
| Secondary Roads: | | | | |
| Sleeman—Morson, Sleeman to Morson.... | 1951 | 1951 | 33.0 | 10,000 tons |
| Pinewood—Minahico, 5 miles from Arbor to Vitae—Minahico..... | 1951 | 1951 | 12.0 | 25,000 tons |
| Jaffray—Pellatt, Kenora northeasterly.... | 1951 | 1951 | 19.0 | 5,000 tons |
| Rainy River—Black Hawk, Rainy River to Black Hawk..... | 1951 | 1951 | 12.0 | 25,000 tons |
| | | | 76.0 | (where required) 65,000 tons |
| Development Roads: | | | | |
| Across Lots 7 and 8, Cons. II and III, Carpenter Twp..... | 1951 | 1951 | 1.0 | |
| Bituminous Cold-Mix Surface | | | | |
| 70—Finland north and south..... | 1951 | 1951 | 4.0 | Mulch |
| 71—Stratton east and west..... | 1951 | 1951 | 4.0 | Emulsion |
| Fort Frances—Big Ford—Emo, Fort Frances easterly..... | 1951 | 1951 | 2.0 | Mulch |
| 105—Red Lake Village..... | 1951 | 1951 | .5 | Mulch |
| 71—Emo..... | 1951 | 1951 | .7 | Mulch |
| | | | 11.2 | |

| Highway | Com- menced | Com- pleted | Miles completed in 1951 | Remarks |
|---|----------------|----------------|-------------------------------|-------------------|
| Bituminous Surface Treatment | | | | |
| 71—Emo to Rainy River..... | 1951 | 1951 | 15.0 | Where necessary |
| 17—Longbow Corners, east and west..... | 1951 | 1951 | 37.0 | |
| 17—13 miles west of Vermillion Bay, Langton Twp..... | 1951 | 1951 | 3.0 | |
| | | | 55.0 | |
| Secondary Roads: | | | | |
| Fort Frances—Big Fork—Emo, Fort Frances westerly..... | 1951 | 1951 | 1.4 | |
| Bituminous Prime on Gravel Surfaces | | | | |
| 17—Vermillion Bay to Longbow Corners, 42 miles; Longbow Corners southerly, 17 miles; Red Lake Village, 1.5 miles; in all cases where needed only..... | | | | Total 60.5 miles |
| Secondary Roads: | | | | |
| Fort Frances—Big Fork—Emo, Fort Frances easterly 1 mile; reprimed section washed out by flood..... | | | | 1 mile |
| Bridges Built | | | | |
| 17—Nugget Creek, 33' x 80'—1 only; Bear Creek—Melgund, 33' x 64'—1 only; Highway 70, 3 miles south of Finland to Jct. with Highway 71, where required—3 only..... | | | | Total number 5 |
| Secondary Roads: | | | | |
| Pinewood—Minahico, 5 miles north of Pinewood, 16' long—1 only; Quibell—Clay Lake Road, Lower Falls, Quibell, Bailey construction— 1 only..... | | | | Total number 2 |
| Calcium Dust Layer | | | | |
| Highways 70 and 70A—Emo—Finland, 24 miles; No. 71, Emo—Rainy River, 18 miles (on granular base); No. 72, Dinorwic to Sioux Lookout, 30.1 miles; No. 105, Red Lake Rd., 112.0 miles; No. 70, Longbow Corners— Nestor Falls, 27 miles..... | | | | Total 211.0 miles |
| Secondary Roads: | | | | |
| Sleeman—Morson, Kenora—Redditt, Keewatin, Pellatt, Dryden—Eagle River, Clearwater Lake Rd., Stratton—North Branch, Pinewood— Minahico, Rainy River—Black Hawk..... | | | | Total 19 miles |
| Calcium Used for De-Icing | | | | |
| No. 17 and 71..... | | | | Total 80 tons |
| Salt Used for De-Icing | | | | |
| No. 17, 70 and 71..... | | | | Total 750 tons |
| Crushed Gravel and Stone on Roads | | | | |
| 105—Highway 17 to Red Lake, 10,000 tons; No. 17, Longbow Corners to Oxdrift, 6,000 tons; No. 70, Finland to Emo, 2,000 tons; No. 78A, Finland to Barwick, 2,000 tons; No. 72, Highway 17, Hudson, 5,000 tons; No. 71, Emo to Rainy River, 5,000 tons..... | | | | Total 30,000 tons |
| Secondary Roads: | | | | |
| Keewatin—Pellatt to Highway 17, 2,000 tons; Kenora—Redditt, 1,000 tons; Kenora—Rabbit Lake—East Melick, 1,000 tons; Dryden—Eagle River, 3,000 tons; Fort Frances—Big Fork—Emo, 2,500 tons; Rainy River—Black Hawk, 2,000 tons; Sleeman—Morson, 2,500 tons; Pine- wood—Minahico, 2,500 tons..... | | | | Total 16,500 tons |
| Right-of-way Fences Erected | | | | |
| 70—South of Finland, 1.53 miles; No. 71, Morley Township, .51 miles; No. 105, Jct. with Highway 17, 1.66 miles..... | | | | Total 3.70 miles |
| Table Showing Totals Covering Work Done on Division No. 20 | | | | |
| Calcium dust layer on gravel surfaces..... | | | 1,600 | tons |
| for de-icing roads..... | | | 80 | tons |
| Salt used for de-icing roads..... | | | 750 | tons |
| Crushed gravel and stone..... | | | 133,000 | tons |

| | | |
|--|--------|-------|
| Right-of-way fences erected..... | 3.7 | miles |
| Snow fences erected, dismantled and stored..... | 97.2 | miles |
| Sand for winter maintenance..... | 4,000 | tons |
| Roads snow-plowed and kept open..... | 923 | miles |
| Equipment storage houses erected—Total number..... | 16 | |
| Number added in 1951..... | 1 | |
| Maintenance of roadside picnic places—Total number..... | 7 | |
| Maintenance of tables and benches in roadside places—Total number..... | 30 | |
| Maintenance of tables and benches in off-road places—Total number..... | 56 | |
| Maintenance of off-road areas..... | 559.53 | acres |
| Maintenance of snow hedges planted to date..... | 4.83 | miles |
| Routine maintenance on King's Highways..... | 573.8 | miles |
| Routine maintenance on Secondary Roads..... | 342.9 | miles |
| Routine maintenance on Development Roads..... | 6 | miles |
| Development Roads built..... | 1 | |
| Maintenance of scale houses—Total number..... | 4 | |

DIVISION 39

Construction

TORONTO-BARRIE DIVIDED HIGHWAY

Concrete pavement was constructed from Wilson Avenue to the Maple Cloverleaf, a distance of 9.3 miles and contracts were called in August for hot mix pavement from the end of the concrete to Highway No. 27, at Barrie, a distance of 36.2 miles. One lane of the highway was immediately primed and opened to traffic while the base course was being laid on the other lane. This paved lane was opened in December to two-way traffic.

OSHAWA-NEWCASTLE DIVIDED HIGHWAY

Grading under 1950 contracts was continued and a small amount of grading still remains uncompleted.

WINDSOR-TORONTO DIVIDED HIGHWAY

10 miles of grading and culverts were commenced and were approximately 90% completed by the end of 1951.

| | Com- menced | Com- pleted | Miles completed in 1951 | Total Miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|---|
| Grading and Culverts | | | | | |
| Toronto By-pass from Weston Road, Sta. 0/00 to Yonge Blvd., Sta. 350/00..... | 1950 | 1952 | 4.8 | 6.14 | Grading completed to Sta. 225/00 |
| Toronto-Barrie, from Wilson Ave., Sta. 4/83 to Highway 27, Sta. 606/80..... | 1950 | 1952 | 26.1 | 46.1 | 9.3 miles completed all culverts compl. |
| Barrie By-pass from Highway 27, Sta. 606/80 to Crown Hill, Sta. 354/85.... | 1950 | 1952 | 7.5 | 7.5 | All grading compl. except shouldering |
| Toronto-Windsor, between Cons. 1 and 2, Maidstone, and Cons. 9 and 8, Sandwich S..... | 1950 | 1952 | 3.4 | 10.0 | Grading 34% completed. |
| Toronto-Newcastle from Ritson Rd., Sta. 123/00 to Highway 2, west of Newcastle, Sta. 728/00..... | 1950 | 1952 | 3.75 | 11.46 | Grading 75% completed; culverts compl. |
| | | | 45.55 | | |

Granular Base (New Grading)

| | | | | | |
|--|------|------|------|------|--|
| Toronto By-pass, from Mile 10/00 to Mile 275/00..... | 1951 | 1952 | | 6.14 | Sta. 10/00 to 275/00 to 345/00, 50% complete |
|--|------|------|------|------|--|



Grading operations prior to paving north of Holland Marsh on Toronto-Barrie Dual Highway



Bituminous hot mix paving on Toronto-Barrie Dual Highway $\frac{1}{2}$ mile north of King

| | Com- menced | Com- pleted | Miles completed in 1951 | Total Miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|---|
| Toronto-Barrie from Wilson Ave. to north end of Maple Cloverleaf..... | 1950 | 1952 | 27.1 | 46.1 | Granular base 100% complete; From Wilson to north end Maple C.L. to Hwy. 27, 75% completed |
| Barrie By-pass from Highway 27, Sta. 606/80, to Crown Hill, Sta. 354/85... | 1950 | 1952 | .74 | 7.5 | 50/10 100% com.; 50/11 not started; 50/12 75% compl. |
| Toronto-Newcastle from Ritson Rd., Sta. 123/00 to Hwy. 2 east of Bowmanville, Sta. 728/00..... | 1950 | 1952 | 3.1 | 11.46 | 50/15 75% compl. 50/16 70% compl. 50/212 no gran. base placed |
| | | | 40.24 | | |

Highway Bridges Built

| | | | | | |
|---|------|------|------|--|---|
| Toronto By-pass, Weston Road-Yonge Blvd..... | 1950 | 1951 | | | —13 bridges completed |
| Toronto-Barrie Structure west, Bridge at Highway 27..... | 1950 | 1951 | | | —19 bridges completed |
| Barrie By-pass, Highway 27-Crown Hill . | 1950 | 1952 | | | —7 bridges completed (Elizabeth & Wellington not started) |
| Toronto-Windsor, between Cons. 1 and 2, Maidstone, and Cons. 9 and 8, Sand- wich S..... | 1950 | 1951 | .... |  | Puce R. bridge completed |
| Toronto-Newcastle, Highway 2A, Ritson Rd. to Highway 2 west of Newcastle. | 1950 | 1952 | .... |  | Bowmanville Cr. 24' Arch Culvert, Farewell Creek |

Concrete Pavement Built

| | | | | | |
|--|------|------|-----|--|--|
| Toronto-Barrie from Wilson Ave., 4.83, to north end of Maple Cloverleaf, 288.45 | 1950 | 1951 | 9.3 | | |
|--|------|------|-----|--|--|

Bituminous Hot-Mix Surface

| | | | | | |
|---|------|------|------|--|---|
| Toronto By-pass from Weston Road to Yonge Blvd..... | 1951 | 1952 | .... |  | Acc. lanes at Wilson and Toronto-Barrie, Wilson Av. Diver. at Toronto By-pass base cr. only. |
| Toronto-Barrie north and Maple Clover- leaf to Highway 27..... | 1951 | 1952 | .... |  | 2 base courses only 30% completed. |

Bituminous Prime on Gravel Surfaces

| | | | | | |
|---|------|------|------|--|----------------------|
| Toronto-Barrie to north-east Maple Cloverleaf, Highway 27..... | 1951 | 1952 | | | Applied to west lane |
|---|------|------|------|--|----------------------|

Calcium Dust Layer

| | | | | | |
|---|------|------|-------|--|--------------|
| Toronto By-pass, Weston Rd. to Yonge Blvd..... | 1951 | 1952 | 6.14 | | 997 tons |
| Toronto-Barrie, Wilson Ave. to Hwy. 27. | 1951 | 1952 | 46.1 | | 1,131.5 tons |
| Barrie By-pass, Hwy. 27 to Crown Hill . | 1951 | 1952 | 10 | | 13.5 tons |
| Toronto-Newcastle, Ritson Rd. to Hwy. 2 | 1951 | 1952 | 11.46 | | 125 tons |
| | | | 73.70 | | |

Right-of-way Fences Erected

| | | | | | |
|--|--|--|--|--|--|
| Toronto-Barrie from Wilson Ave. to Highway 27—46.1 miles—completed. | | | | | |
| Barrie By-pass, Highway 27 to Crown Hill—7.5 miles—98% complete; 1,000' still to fence. | | | | | |
| Toronto-Windsor, between Cons. 1 and 2, Maidstone, and between Cons. 9 and 8, Sandwich S., 10 miles—73% complete. | | | | | |
| Toronto-Newcastle, Ritson Rd. to Highway 2, east of Bowmanville—11.46 miles—95% of fencing complete. | | | | | |



New pavement, Toronto-Barrie Dual Highway



New concrete pavement and boulevard, Toronto-Barrie Dual Highway, 3 miles north of Wilson Avenue

Table Showing Totals Covering Work Done on Division No. 39

| | |
|--|--------------|
| Grading, gravelling and culverts for..... | 45.55 miles |
| Granular base placed on..... | 40.24 miles |
| Number of bridges built..... | 43 |
| Concrete pavement built (22' wide)—4 lane..... | 9.3 miles |
| Bituminous hot-mix pavement (base course only)..... | 116,006 tons |
| Bituminous prime on gravel surfaces—(239,551 gals.)..... | 36.8 miles |
| Calcium dust layer on gravel surfaces..... | 2,267 tons |
| Right-of-way fences erected..... | 71.7 miles |



No. 7 Highway Overpass and boulevard, on Toronto-Barrie Dual Highway

Annual Report 1951 Municipal Roads Branch

J. M. MacInnes, Chief Municipal Engineer

To receive the statutory aid authorized by The Highway Improvement Act the council of each organized municipality submits early in the year for Department approval a by-law to provide funds for the calendar year's road expenditures. The appropriation, deriving from the corporation's annual tax levy, the expected Departmental subsidy, and, in some special cases, debentures, prescribes the prospective outlay for the construction and maintenance of roads, bridges and culverts; and, in the case of counties and townships, for road equipment and general superintendence.

With such recommendations as may be deemed appropriate by district and central officials, the by-laws receive the Minister's consideration, whereupon each municipal council is notified of the amounts approved for subsidy in the classification given, and the local road organizations are then in a position to proceed with the details of their road programme.

This procedure applies to all county, city, separated town, township, town and village municipal organizations; and also to numerous Indian reserves, improvement districts and township municipalities (i.e., groups or parts of otherwise unorganized townships).

For areas in which the roads are in the care of statute labour boards the Act provides financial aid equal in amount to the value of the statute labour performed or commuted. In totally unorganized territory with no established form of road management the voluntary efforts and cash contributions of settlers toward road improvements are encouraged by grants of equivalent value, administered under a work-order system of control with the work supervised by Department engineers. Special bridge requirements, beyond the range of the local purse, are usually financed completely by Department funds.

In these areas roads which are considered by the Minister of more than local importance and contributory to the general development of the district, may be subject to improvement by Department forces. Such undertakings, based on work-order control and classified as "Specific" projects are, in reality, counterparts in unorganized territory of the Development Road procedure applicable to thinly settled or under-privileged incorporated rural municipalities.

Thus The Highway Improvement Act extends, through the Municipal Roads Branch, financial aid, operational guidance and trained supervision in matters pertaining to all public roads other than King's Highways.

EXTENT OF FINANCIAL AID

During 1951 Departmental assistance, in accordance with the procedure outlined above, was dispensed among 37 counties, 572 townships, 29 cities, 8 separated towns, 141 towns, 157 villages, 27 Indian reserves, 2 Provincial parks, 15 improvement districts, 154 statute labour boards and 219 unorganized township units, a total of 1,361 recipients.

The incorporated municipalities expended an approved total of \$49,866,902.65. The subsidy paid thereon amounted to \$24,533,789.12. The corresponding outlay in unorganized areas was valued at \$1,028,079.18, of which the Department contributed \$728,172.38. In addition the Department expended \$1,763,742.77

on Development Roads under Part VI of the Act, and \$234,949.96 in undertakings classed as "Specifics."

As in previous years subsidy payments to municipalities were made in two installments—an interim payment early in October, to assist in the settlement of major current indebtedness; and a final payment following the close of the municipal treasurers' books and the submission of expenditure returns complete for the annual period under review. The interim subsidies paid to the counties in 1951 amounted to \$4,264,673.64 or 52.9% of the year's total. Townships received \$5,583,485.91 in interim subsidies, 53.5% of total; urban municipalities \$2,447,991.62, or 41.9% of the total subsidy accruing for the year.

EXPENDITURES FOR MAINTENANCE PREDOMINATE

Although the continued shortages of steel and cement confined plans for many urgently needed bridges to the blue-print stage, most municipalities managed to devote more of their road funds to construction undertakings than has been the case in recent years. These consisted chiefly of grade rehabilitation and low-cost surfacing. Routine maintenance, however, continued to absorb the bulk of road appropriations. The counties spent 57% on maintenance in 1951 as against 60% in 1950. In the townships the corresponding figures are 76% for 1951 and 77.7% for 1950 and in urban municipalities 64% and 67.5% respectively.

WINTER CONTROL

The problem of snow removal is of growing concern in rural municipalities. To ensure year-round service on school-bus and mail routes and to facilitate the transport of farm products and supplies on regular schedules are tasks which augment tax burdens with each succeeding snow-fall.

The average annual cost of winter control on certain roads, chiefly in some county systems, has been appreciably lessened by widening rights-of-way and grades, and by reducing shoulder slopes to provide snow-plowing equipment with increased disposal space. District engineers are unrelenting in emphasizing the economy of roadside brushing and late fall weed cutting on township road allowances; and of reshaping grades to ensure the more economical and less crippling use of trucks and graders in plowing snow-blocked roads.

In 1951 winter control absorbed 14.4% of the total maintenance costs of the county road systems as compared with 16% in 1950 and 16.4% in 1949. In the incorporated townships the relative percentages were 14.2% in 1951; 16% in 1950, and 15% in 1949.

ROAD MACHINERY PURCHASES

Investment in equipment such as graders, tractors, dozers, loaders, crushers, and in snow plows for various units new and old, consisted, in county systems, of 161 units costing \$718,878, and in townships, 323 units costing \$1,589,900. Many of these were replacements. Housing accommodation, including tools and minor repair equipment, is not included in the above, but is subsidizable as overhead expense.

In view of high prices versus limited funds, some municipalities applied for and received from the Ontario Municipal Board permission to spread payment for indispensable units of new equipment over several years.

For service in townships where, due to low road mileage, limited requirement or other reasons, ownership of expensive equipment is considered unjustifiable, the pool equipment furnished by the Department on a low rental basis continues to merit widespread appreciation. The effectiveness of this service was increased in 1951 by the addition of 24 units at a cost of \$203,848. The pool now consists of 182 units (graders, tractors, compressors, loaders and trucks), all functioning under the direction of the district municipal engineers. The reduction from prevailing rental rates on the various units used by the municipalities in 1951 represented a saving to them of \$67,690.

AMENDMENT TO COUNTY ROAD LEGISLATION

Part II of The Highway Improvement Act, relating to county road systems, was amended in 1951 to effect a more equitable distribution of county road disbursements as between the urban and the rural municipalities constituting the county organizations.

In addition to county expenditures on any portions of county roads situate within town or village limits, the amendment requires the counties to agree to contribute toward the maintenance of county road connecting links. It also requires from each county a further contribution towards the construction and maintenance of other urban streets not associated with the county road system. A minimum of 25% of the county road levy on each town or village is to be made available for this purpose, unless the cost of the work actually performed is less than 25% of the levy in which case the whole cost of such work is to be met by county funds. During the year agreements covering the maintenance of all county road connecting links were completed.

In general, the amendment is recognized as a substantial measure of relief to urban municipalities assessed for county road purposes.

DEVELOPMENT ROADS

In addition to the annual subsidy and pool equipment forms of Department aid, legislative measures enacted in 1946 authorize a direct application of The Highway Improvement Fund to instances where the cost of road building is avowedly beyond local financial means although considered essential to public welfare and regional development.

Many communities and settlements have endured a state of comparative isolation because of the condition of outlying roads over which those most concerned have no authority or control. Other municipalities, whose best efforts are barely sufficient to keep in a dependable state the roads essential to their own economy, are experiencing an increasing burden of outside traffic on certain roads which the public at large have adopted as integral parts of the travel network of the Province.

By virtue of the above-mentioned enabling legislation the Minister has had over 1,000 miles of such roads constructed or otherwise improved, at a cost of more than \$8,000,000 supplied from "Development Road" funds. During 1951 work progressed on 108 projects, extending over 665 miles in organized municipalities and involving an expenditure of \$1,628,820. Included are 49 Development Roads (180 miles) designated in 1951. Some 23 projects (101 miles) were completed, their designations revoked and the roads returned to their usual municipal status. In the accompanying table the location, mileage and expenditure of each of the 1951 operations are listed.

DEVELOPMENT ROAD EXPENDITURES IN ORGANIZED MUNICIPALITIES—1951 (Authorized by Part VI of the Highway Improvement Act)

IMPROVEMENT IN ONTARIO FOR 1951

99

| ROAD No. | DESCRIPTION OR LOCATION | LENGTH MILES | JURISDICTION (Township unless indicated) | COUNTY OR DISTRICT | EXPENDITURE 1951-52 |
|----------|-----------------------------------|--------------|--|---------------------------------|---------------------|
| 13 | Seymour Falls—Big Chute | 4.1 | Matchedash | Simcoe | 149.13 |
| 14 | Eganville—Pembroke | 23.0 | Renfrew County | Renfrew | 36,600.13 |
| 23 | Sylvan Valley Road | 13.0 | Macdonald, Meredith & Aberdeen Add'l. | Algonia | 95.36 |
| 26 | Parham Mountain Grove | 10.5 | Hinchinbrooke and O'Brien | Frontenac | 10,983.99 |
| 33 | Havelock—Lasswade | 29.0 | Chandos, Belmont & Methuen | Peterborough | 15,313.36 |
| 34 | Dillon Cove Road | 10.0 | Carling | Parry Sound | 7,999.16 |
| 35 | Peninsula Road | 6.0 | Humphry | Parry Sound | 14,984.61 |
| 36 | Tamworth Arden Harlowe | 33.0 | Sheffield, Kennebec and Barrie | Frontenac, Lennox and Addington | 10,496.08 |
| 37 | Lake of Bays | 10.0 | Franklin and Brunel | Muskoka | 9,999.30 |
| 38 | Kashi Lake—Housey Rapids | 7.5 | Cardwell and Bristed | Muskoka | 10,000.00 |
| 39 | Kemptonville Merrickville | 5.5 | Morrison and Rodd | Leeds and Grenville | 14,972.68 |
| 40 | Lighthouse Beach Road | 13.0 | Leeds and Grenville County | Leeds and Grenville | 3,827.07 |
| 43 | Dysart Carnarvon | 8.5 | North Himsforth and Dysart | Haliburton | 19,719.98 |
| 44 | Southernpoint Sauble Beach | 12.0 | Stanhope and Indian Reserve | Brace | 7,170.65 |
| 48 | Eganville—Douglas | 6.5 | Sturgeon Indian Reserve | Renfrew | 79,763.01 |
| 51 | Centreville—Enterprise | 5.0 | Renfrew County | Lennox and Addington | 6,991.83 |
| 57 | Essex—Berg Connecting Road | 1.5 | Carleton Place and East | Kenora | 3,760.96 |
| 59 | Essex—Berg Connecting Road | 1.5 | Carleton Place and Melick | Renfrew | 17,602.70 |
| 66 | Summit Castleford | 7.7 | McNab and Horton | Renfrew | 15,943.60 |
| 67 | Dacre—Sharnock Renfrew | 16.0 | Brougham, Admaston and Renfrew County | Sudbury | Nil |
| 68 | Dunnet Bridge and Approaches | 0.2 | Ratier and Dunnett | Frontenac | 6,187.50 |
| 71 | Otter Lake Road | 14.7 | Loughborough | Frontenac | 194,231.91 |
| 78 | Perth Hopetown | 4.5 | Wolford | Leeds and Grenville | 16,363.32 |
| 83 | Easton's Corners—Kilmarnock Locks | 4.0 | Ramsay | Leeds and Grenville | 9,595.90 |
| 84 | Union Hall Road | 6.0 | Hastings County | Lanark | 8,082.75 |
| 85 | Stirling Hoard's Station | 19.0 | Denbigh, Barrie and Clarendon | Lennox and Addington, Frontenac | 8,082.75 |
| 86 | Ardoch Plevna | 14.2 | Clarendon, Palmerston, Olden and Oso | Frontenac | 7,697.16 |
| 89 | Westport—Bolingbroke Road | 6.0 | Grosby North | Leeds and Grenville | 32,849.43 |
| 91 | Fifth Line | 7.3 | Nipissing | Parry Sound | 9,998.63 |
| 93 | Athens—Charleston Lake | 5.0 | Leeds and Grenville County | Leeds and Grenville | 603.50 |
| 95 | Burdette Broadpoint Inholme | 8.0 | McKellar | Parry Sound | 9,995.36 |
| 96 | Rideau River Road | 6.7 | Leeds and Grenville County | Parry Sound | 24,980.02 |
| 97 | Marystown—Napanee | 8.0 | Hastings, Lennox and Addington Counties | Leeds and Grenville | 131,439.41 |
| 101 | Ploverville—Egan—Tehkummah | 14.0 | Carnarvon and Tehkummah | Hastings, Lennox and Addington | 17,734.43 |
| 102 | Ovidenton Road in Sebastopol | 9.0 | Sebastopol | Manitoulin | 4,946.50 |
| 103 | Bellevue Road | 3.0 | Pakenham | Renfrew | 8,578.96 |
| 104 | Stanley Corners easterly | 6.0 | Goulbourn | Lanark | 13,034.50 |
| 105 | Clear Lake Road | 7.0 | Chandos | Carleton | 4,653.65 |
| 106 | Church Line | 20.0 | Douro and Dummer | Peterborough | 16,177.22 |
| 107 | Merrickville easterly | 3.6 | Galway and Cavendish | Peterborough | 6,728.75 |
| 110 | Snowdon Road Diversions | 0.6 | Oxford and Wolford | Leeds and Grenville | 81,332.67 |
| 111 | Lake Kashaga South Shore | 2.5 | Snowdon | Haliburton | 1,933.75 |
| 112 | McNinch Road to Ferry | 1.2 | Dysart | Haliburton | 7,205.79 |
| 114 | Uxbridge—Udora | 11.0 | Front of Leeds and Lansdowne | Leeds and Grenville | 3,019.28 |
| 115 | Thunder Bay Road | 7.5 | Ontario County | Ontario | 25,839.36 |
| 117 | Combermere—Rockingham | 6.8 | Inny | Simcoe | 5,672.96 |
| 118 | Cormac Rochefort (Part) | 4.0 | Raddiffe | Renfrew | 2,998.15 |
| 119 | Alderdale—Chiswick | 6.5 | South Algonia | Nipissing | 5,054.73 |
| 120 | Eau Claire—Kiosk | 1.3 | Chisholm | Nipissing | 4,409.80 |
| 121 | Highway 11—Astorville | 4.6 | Calvin | Nipissing | 6,765.91 |
| | | | North Himsforth and East Ferris | | |

| | | | | | |
|-----|---------------------------------|------|---------------------------------------|------------------------------|----------------|
| 122 | Old Nipissing Road | 3.5 | Chapman | Parry Sound | 7,998.22 |
| 123 | Christie Lake Road | 4.5 | Bathurst | Lanark | 17,799.99 |
| 124 | Werrywood-Port Emsley | 4.5 | North Emsley | Lanark | 13,963.69 |
| 125 | Wayside | 9.0 | London | Lanark | 49,541.06 |
| 126 | Ipersash-Ravenswood | 2.0 | Lambton County | Parry Sound | 13,479.34 |
| 127 | R. P. on the Mountain | 0.5 | Lambton County | Parry Sound | 12,736.07 |
| 128 | Lake on the Mountain | 0.8 | Prince Edward County | Prince Edward | 17,116.95 |
| 129 | Wolf Lake Hill | 1.0 | Sebastopol and Brudenell | Renfrew | 1,946.00 |
| 130 | Briden Sideroad | 5.0 | Moore | Lambton | 17,025.28 |
| 131 | County Road 11 (Part) | 1.0 | Frontenac County | Frontenac | 8,736.19 |
| 132 | Old Burk's Falls-Magnetawan | 11.0 | Ryerson | Parry Sound | 1,998.86 |
| 133 | Orrville-Rosseau | 6.0 | Chrisue | Parry Sound | 4,999.58 |
| 134 | Machar Township Road | 4.0 | Machar | Parry Sound | 2,980.00 |
| 135 | S. Himsworth Township Road | 2.5 | South Himsworth | Parry Sound | 2,499.32 |
| 136 | Silver Miller Road | 5.0 | Coleman | Temiskaming | 17,692.77 |
| 137 | Fauquier Township Road | 3.3 | Fauquier | Cochrane | 3,072.69 |
| 138 | Nellie Lake Road | 3.3 | Calvert | Cochrane | 6,616.09 |
| 139 | Old Garson Road | 3.2 | McKim | Sudbury | 25,349.51 |
| 140 | Cloudslee Road | 2.5 | Thessalon-Lefroy | Algoma | Nil |
| 141 | Gordon Lake Road | 7.0 | Johnson | Algoma | Nil |
| 142 | Whitefish Valley Road | 5.0 | O'Connor | Thunder Bay | 9,311.45 |
| 143 | Mud Lake Road | 10.0 | Oliver | Thunder Bay | 8,702.30 |
| 144 | Gillies-Lybbster | 8.0 | Gillies | Thunder Bay | 8,820.65 |
| 145 | Carpenter Road | 6.0 | Emo Municipality | Thunder Bay | 10,495.71 |
| 146 | Winchester Rose Haven | 1.1 | Emo Municipality | Kenora | 7,000.00 |
| 147 | Minitakti Stn. Road | 3.0 | Machin Municipality | Stormont, Dundas & Glengarry | 31,629.70 |
| 148 | Alexandra-Glen Robertson (Part) | 3.0 | Stormont, Dundas & Glengarry Counties | Stormont, Dundas & Glengarry | 34,503.12 |
| 149 | Hansville-Edwardsburg Boundary | 2.8 | Stormont, Dundas & Glengarry Counties | Stormont, Dundas & Glengarry | 12,669.83 |
| 150 | Pritston-Matilda Boundary | 1.5 | Matilda | Stormont, Dundas & Glengarry | 7,219.92 |
| 151 | Maynard-South Augusta | 4.4 | Edwardsburg | Leeds and Grenville | 19,474.40 |
| 152 | Approach to Presqu'ie Park | 2.3 | Augusta | Leeds and Grenville | 24,728.26 |
| 153 | O'Reilly Point Road | 1.5 | Ennismore | Northumberland and Durham | 3,432.12 |
| 154 | Beaver Valley Road | 4.5 | Artemesia | Peterborough | 7,320.16 |
| 155 | Crystal Rock Brouseville | 5.0 | Edwardsburg | Grey | 12,401.81 |
| 156 | Limestone Hill-Dalton | 5.5 | Rama and Dalton | Grey and Grenville | 16,217.19 |
| 157 | Hailburton Lochlin Road (Part) | 2.0 | Dysart | Ontario and Victoria | 10,629.48 |
| 158 | Peninsula Road in Medora (Part) | 0.8 | Wood & Medora | Hailburton | 19,134.45 |
| 159 | Summitdale Road Hill | 0.5 | Summitdale | Muskoka | 8,347.10 |
| 160 | Bradford Drainage Canal | 1.0 | West Gwillimbury | Simcoe | 8,552.80 |
| 161 | Osgoode-South Gower Boundary | 0.7 | Carleton County | Simcoe | 5,101.98 |
| 162 | Roxburg-Finch Road | 3.0 | Stormont, Dundas & Glengarry Counties | Stormont, Dundas & Glengarry | 29,542.27 |
| 163 | Roxburg-Swansea Boundary | 3.0 | Stormont, Dundas & Glengarry Counties | Stormont, Dundas & Glengarry | 18,010.84 |
| 164 | Jackson Swamp Hill | 0.5 | Lennox and Addington Counties | Lennox and Addington | 19,964.89 |
| 165 | Head Lake Road (Part) | 2.0 | Bexley | Victoria | 4,434.30 |
| 166 | Ingoldsby Road (Part) | 2.0 | Minden | Haliburton | 8,156.13 |
| 167 | Fletcher Lake Road (Part) | 7.0 | Sherborne | Haliburton | 8,789.75 |
| 168 | Old Perth Road (Part) | 9.0 | Frontenac County | Frontenac | 35,835.29 |
| 169 | Amherst Island Roads to Ferry | 1.0 | Amherst Island | Lennox and Addington | 15,444.66 |
| 170 | Bellrock Enterprise (Part) | 4.0 | Lennox and Addington Counties | Lennox and Addington | 26,803.58 |
| 171 | Frankford easterly | 4.0 | Hastings County | Hastings | Nil |
| 172 | Dellor-Egan Creek | 2.5 | Dungannon | Hastings | 5,461.01 |
| 173 | Concession V VI | 6.0 | Joly | Hastings | 3,994.19 |
| 174 | Opeongo Road in Grattan | 4.0 | Grattan | Parry Sound | 2,152.30 |
| 175 | Hardwood Snake River | 5.0 | Darling | Renfrew | 1,679.54 |
| 176 | French Line in Darling | 3.0 | Torbolton | Renfrew | 2,160.23 |
| 177 | Torbolton Sideroad | 3.0 | Torbolton | Lanark | 7,061.84 |
| 178 | | | | Carleton | |
| 179 | | | | | |
| | | | | | \$1,628,821.26 |

In statute labour areas and in unorganized territory an additional \$234,950 was expended by the Department on similar undertakings. In these "specific" projects the work consisted chiefly of clearing and brushing right-of-way, straightening alignment, raising and reshaping grades, removing outcropping rock, installing pipe culverts, erecting timber bridges and applying crushed gravel surfaces.

COUNTY ROAD SYSTEMS

The roads under County jurisdiction totalled 9,358.86 miles at the year's close. An accompanying table records changes in the mileage of the systems of several counties as a result of recent by-law amendments approved by the Department. Complete mileages details appear in Appendix No. 9.

Shortage of structural materials was accountable for reduced expenditures on bridge and culvert construction, when compared with those of previous years. New bridges in 1951 cost the counties \$1,192,000 as against \$1,317,000 in 1950 and \$1,753,000 in 1949. The cost of keeping old structures in safe and dependable condition was higher as a result of fewer replacements.

County road construction at \$5,300,000 as compared with \$3,800,000 in 1950, marked an encouraging trend.

Maintenance costs averaged \$923 per mile on county roads, up from \$833 in 1950 and \$720 in 1949.

Summarizing 1951 expenditures as to construction and maintenance:

| | Construction | Maintenance | Total |
|--------------------------------------|----------------|----------------|-----------------|
| Roads (winter control excepted)..... | \$5,305,617.93 | \$6,949,300.98 | \$12,254,918.91 |
| Bridges and culverts..... | 1,191,832.73 | 422,654.15 | 1,634,486.88 |
| Winter control..... | | 1,246,654.56 | 1,246,654.56 |
| Total approved expenditure..... | \$6,497,450.66 | \$8,638,609.69 | \$15,136,060.35 |

The improvements in county road systems resulting from the above disbursements are classified as follows:

Construction Items

| | |
|--|-------------|
| (1) New or rebuilt gravel and stone surfaces..... | 439.4 miles |
| Low-cost bituminous surfaces..... | 215.8 " |
| Pavements..... | 41.4 " |
| Completed road construction..... | 696.6 " |
| Graded to standard cross-section..... | 215.2 " |
| (2) Bridges (10-foot span and over); concrete, 37; steel, 8; total 45. | |
| Culverts (under 10-foot span); concrete, 50; metal arch, 20; total 70. | |
| Pipe culverts installed..... | 1,843 |

Maintenance Items

| | |
|--|------------------|
| (1) Roadside ditching..... | 162 miles |
| Bituminous surface treatment..... | 1,037 " |
| Dust prevention with oil..... | 661 " |
| Dust prevention with calcium..... | 2,756 " |
| Clay-gravel stabilization (calcium or salt)..... | 70 " |
| Resurfacing: Pit-run gravel..... | 304,941 cu. yds. |
| Crushed gravel..... | 792,193 " |
| Crushed stone..... | 122,333 " |
| (2) Snow control: Mechanical equipment operations..... | 9,337 miles |
| Snow fence protection..... | 1,436 " |

| | | |
|--|-------|---|
| (3) Weed and brush control: by spraying..... | 3,683 | " |
| by cutting..... | 4,603 | " |
| (4) Repaired bridges, 259; repaired culverts, 748. | | |

By-law amendments approved by the Department during the year altered the mileage in a number of county road systems to the following extent:

| COUNTY | Additions, miles | Reversions, miles | Revised Mileage |
|-------------------------------------|---------------------|----------------------|--------------------|
| Carleton..... | 0.75 | .... | 231.45 |
| Dufferin..... | 3.70 | .... | 166.20 |
| Essex..... | 9.00 | 8.85 | 242.55 |
| Frontenac..... | .... | 8.50 | 173.30 |
| Hastings..... | 0.43 | 0.19 | 288.67 |
| Huron..... | 2.30 | 1.25 | 400.15 |
| Lambton..... | 9.70 | 3.60 | 234.00 |
| Middlesex..... | 9.90 | 9.25 | 497.10 |
| Norfolk..... | .... | 0.30 | 240.30 |
| Northumberland and Durham..... | 5.00 | .... | 294.60 |
| Oxford..... | 0.31 | 0.19 | 212.30 |
| Prescott and Russell..... | 12.63 | 12.50 | 336.53 |
| Prince Edward..... | 4.58 | .... | 180.28 |
| Renfrew..... | 9.75 | 5.50 | 228.30 |
| Simcoe..... | .... | 0.70 | 264.00 |
| Stormont, Dundas and Glengarry..... | 0.25 | 0.75 | 462.30 |
| Victoria..... | 6.75 | .... | 227.20 |
| Waterloo..... | .... | 1.95 | 209.70 |
| York..... | 2.50 | 0.80 | 333.90 |
| Totals..... | 77.55 | 54.33 | |

ROAD EXPENDITURES IN URBAN MUNICIPALITIES

In cities, towns and villages the approved road and street expenditure in 1951 amounted to \$15,956,137 as compared with \$12,834,500 in 1950. Cities and separated towns expended \$12,294,603.51; towns \$2,801,629.89 and incorporated villages \$859,903.63.

In Appendix 10 is presented a summary by districts of these urban expenditures, together with the subsidy paid. Briefly, the distribution of expenditure as to construction and maintenance during 1951 was as follows:

| | Construction | Maintenance | Total |
|--|----------------|-----------------|-----------------|
| Roads and Streets (Winter control excepted) .. | \$4,827,899.01 | \$6,561,899.35 | \$11,389,798.36 |
| Bridges and culverts..... | 868,662.74 | 545,070.94 | 1,413,733.68 |
| Winter control..... | ..... | 3,152,604.99 | 3,152,604.99 |
| Total approved expenditure..... | \$5,696,561.75 | \$10,259,575.28 | \$15,956,137.03 |

COUNTY SUBURBAN ROADS

Two new suburban road commissions (Riverside and St. Mary's) were created in the course of the year increasing to 33 the number functioning in the Province. Suburban road mileage decreased, however, due chiefly to annexation by several cities of surrounding areas. The total approved expenditure by the commissions, at \$2,802,850, showed an increase of \$348,000 over that of 1951.

The following table is a portrayal of suburban road activity as expressed by the mileages, expenditures, and subsidies applying to each organization:

| County | Suburban Road Commission | Mileage | Approved Expenditure | Government Subsidy |
|------------------------------|--------------------------|---------|----------------------|--------------------|
| Brant | Brantford | 30.00 | \$ 48,765.83 | \$ 24,652.34 |
| Carleton | Ottawa | 87.60 | 242,596.35 | 124,934.45 |
| Elgin | St. Thomas | 19.80 | 25,664.15 | 13,336.80 |
| Essex | Riverside | 4.00 | 1,125.18 | 562.59 |
| | Windsor | 41.00 | 103,118.06 | 53,545.47 |
| Frontenac | Kingston | 38.70 | 34,538.93 | 17,393.75 |
| Grey | Owen Sound | 35.00 | 34,770.30 | 17,453.99 |
| Hastings | Belleville | 5.00 | 13,238.27 | 6,661.57 |
| Kent | Chatham | 9.51 | 24,962.16 | 12,609.78 |
| Lambton | Sarnia | 12.65 | 53,986.96 | 27,495.09 |
| Lanark | Smiths Falls | 6.00 | 8,635.30 | 4,422.01 |
| Leeds and Grenville | Brockville | 12.30 | 9,976.68 | 5,028.56 |
| | Gananoque | 2.10 | 4,120.14 | 2,060.07 |
| | Prescott | 1.40 | 3,022.02 | 1,511.01 |
| | Smiths Falls | 5.30 | 5,204.39 | 2,602.19 |
| Lincoln | St. Catharines | 16.70 | 27,059.29 | 13,640.74 |
| Middlesex | London | 53.00 | 99,116.26 | 50,915.20 |
| Northumberland & Durham | Trenton | 11.70 | 11,909.50 | 6,055.45 |
| Ontario | Oshawa | 14.95 | 19,455.02 | 10,429.14 |
| Oxford | Ingersoll | 4.20 | 2,701.66 | 1,399.11 |
| | Woodstock | 6.00 | 11,034.74 | 5,656.43 |
| Perth | St. Mary's | 5.00 | 4,827.55 | 2,491.92 |
| | Stratford | 7.75 | 17,910.36 | 13,258.57 |
| Peterborough | Peterborough | 69.00 | 80,589.57 | 41,106.17 |
| Stormont, Dundas & Glengarry | Cornwall | 28.50 | 46,567.87 | 23,789.24 |
| Waterloo | Galt | 20.19 | 48,113.82 | 24,704.24 |
| | Kitchener | 44.42 | 91,529.00 | 49,551.58 |
| | Waterloo | 9.65 | 19,274.23 | 9,892.27 |
| Welland | Niagara Falls | 9.90 | 14,804.31 | 7,729.67 |
| | Welland | 7.50 | 7,118.41 | 3,744.02 |
| Wellington | Guelph | 32.50 | 30,556.40 | 15,330.18 |
| Wentworth | Hamilton | 53.60 | 157,451.71 | 79,665.40 |
| York | Toronto & York | 242.89 | 1,499,105.08 | 792,169.32 |
| Totals | | 947.81 | \$2,802,849.50 | \$1,465,798.32 |

ROAD EXPENDITURES IN ORGANIZED TOWNSHIPS

Township road construction costs, at \$2,880,000 showed an increase of more than \$800,000 over those of 1950. Resorting to a more extensive investment in timber and metal culverts, in view of steel and cement restrictions, bridge and culvert replacement and repairs cost the townships \$2,500,000, an increase of \$200,000 over 1950 figures.

Total township road maintenance at \$14,384,000, and averaging \$293 per mile throughout organized townships illustrates, when compared with \$252 in 1950 and \$227 in 1949, the unavoidable increase resulting from heavier traffic burdens, intensified winter control and higher costs of labour and materials.

The following classified summary covers 1951 construction and maintenance expenditures in the organized townships:

| | Construction | Maintenance | Total |
|---------------------------------|----------------|-----------------|-----------------|
| Roads (winter control excepted) | \$2,879,754.20 | \$11,354,725.36 | \$14,234,479.56 |
| Bridges and culverts | 1,511,072.32 | 990,485.91 | 2,501,558.23 |
| Winter control | | 2,038,667.48 | 2,038,667.48 |
| Total approved expenditure | \$4,390,826.52 | \$14,383,878.75 | \$18,774,705.27 |

Included in the above are the road expenditures of the Improvement Districts and Indian Reserves that have assumed the status of organized town-

ships and have complied with statutory requirements to receive the subsidy benefits the Act provides.

A summarized record of work accomplished by the township road organizations is as follows:

Construction Items

| | |
|---|-------------|
| (1) New or rebuilt gravel and stone surfaces | 254.9 miles |
| Low-cost bituminous surfaces | 35.0 " |
| Pavements | 7.0 " |
| Completed road construction | 296.9 " |
| Graded to standard cross-section | 749.1 " |
| (2) Bridges (10-foot span and over); concrete, 102; steel, 15; timber, 53; total, 170. | |
| Culverts (under 10-foot span); concrete, 195; metal arch, 276; timber, 399; total, 870. | |
| Pipe culverts installed | 4,563 |

Maintenance Items

| | |
|---|--------------------|
| (1) Roadside ditching | 1,529.0 miles |
| Bituminous surface treatment | 203.8 " |
| Dust prevention with oil | 567.0 " |
| Dust prevention with calcium | 2,127.8 " |
| Clay-gravel stabilization | 122.0 " |
| Resurfacing: Pit-run gravel | 1,384,825 cu. yds. |
| Crushed gravel | 1,852,507 " |
| Crushed stone | 557,993 " |
| (2) Snow control: Mechanical equipment operations | 40,029 miles |
| Snow fence protection | 2,281 " |
| (3) Weed and brush control: by spraying | 6,459 " |
| by cutting | 15,012 " |
| (4) Repaired bridges, 1,269; repaired culverts, 7,159. | |

ROADS IN TERRITORY WITHOUT MUNICIPAL ORGANIZATION

The incorporated townships in the districts of Northern Ontario receive annual subsidies on their approved road expenditures on percentage basis as do the local municipalities constituting the counties in the south. While over 7,000 miles of road, for the most part surrounding the major centres of population, are thus under the management of established municipal organizations, another 5,000 miles traverse inhabited territory that is unorganized for road purposes except for the functioning here and there of local statute labour boards. Toward the upkeep and improvement of such roads, Department aid is administered under Parts V and VI of The Highway Improvement Act.

Where statute labour boards are operative, the value of the local labour requirements, whether performed or commuted, is duplicated by the Department. This form of cash contribution applies also to works voluntarily undertaken in excess of the labour assessments. Drainage structures which exceed in cost the minor repairs of which the boards are capable, are paid out of Department funds.

Road improvement in such areas consists chiefly of brushing, ditching, claying, gravelling (where gravel is available) and dragging. Municipal Roads Branch representatives assist the boards in matters of legislation, accounting and drainage, and endeavour to instil in board personnel a feeling of responsibility for directing their own affairs to the end that transition to incorporated status will eventually ensue.

The following table records the computed value of statute labour and voluntary contributions furnished by boards and settler groups, together with the extent of Department aid expended upon roads and bridges in unorganized territory during the fiscal year 1951-52:

| MUNICIPAL DISTRICT | Value of Statute Labour or Other Work Performed | Direct Expenditure by Department | Total Value of Work Performed | Percentage of Aid by Department |
|--|--|---|-------------------------------------|---------------------------------------|
| 10—Nipissing | \$1,678.45 | \$1,575.19 | \$3,253.64 | 48 |
| 11—Muskoka | 3,210.76 | 4,248.69 | 7,459.45 | 57 |
| 12—Parry Sound | 50,141.68 | 130,454.78 | 180,596.46 | 72 |
| 13—Nipissing | 25,984.45 | 46,912.21 | 72,896.66 | 64 |
| 14—Temiskaming and Cochrane South | 43,182.57 | 104,442.81 | 147,625.38 | 71 |
| 16—Cochrane North | 41,016.62 | 113,542.88 | 154,559.50 | 73 |
| 17—Sudbury | 37,675.82 | 57,788.33 | 95,464.15 | 61 |
| 18—Algoma | 29,905.78 | 68,113.81 | 98,019.59 | 69 |
| 19—Thunder Bay | 30,617.08 | 106,692.76 | 137,309.84 | 78 |
| 20—Kenora and Rainy River | 36,493.59 | 94,400.92 | 130,894.51 | 72 |
| Total | \$299,906.80 | \$728,172.38 | \$1,028,079.18 | 71 |

Where statute labour boards do not exist, the Department co-operates with groups of settlers and with individuals, on a 50-50 basis, in their efforts to improve the roads upon which their livelihood so largely depends. Pool equipment service and Department supervision together with Department financing of undertakings considered essential but too expensive for local participation, are extending the mileage and lengthening the seasonal utility range of the roads servicing the needs of the growing settlements. Where timber and pulp-wood operators are actively engaged, district engineers encourage cold-weather haulage to protect road bases from spring and fall damage.

The work toward which Department aid was granted in territory devoid of municipal organization during 1951 is listed below:

Construction Items

| | |
|---|-------------|
| Clearing and grubbing | 264.2 acres |
| Grade construction | 76.3 miles |
| Gravel and stone surfacing | 155.3 " |
| Bridges (10-foot span and over); timber, 63; steel, 1; total, 64. | |
| Culverts (under 10-foot span); timber, 400; total, 400. | |
| Pipe culverts installed, 496. | |

Maintenance Items

| | |
|--|------------------|
| Roadside ditching | 193.7 miles |
| Brush and weed cutting | 482.6 " |
| Snow-fence protection | 233.5 " |
| Pit-gravel applied | 256,845 cu. yds. |
| Crushed gravel and stone applied | 3,296 " |
| Clay or sand applied | 16,473 " |
| Bridges repaired | 277 |
| Culverts repaired | 1,320 |

MUNICIPAL ROAD BRANCH GENERAL OVERHEAD 1951-2

| | |
|--|--------------|
| Discounts allowed Municipalities on pool machinery rentals and operators' wages | \$ 67,690.25 |
| General overhead | 67,231.26 |
| | \$134,921.51 |

MUNICIPAL ROAD MILEAGES AND SURFACE TYPES

In Appendix No. 9 are shown the mileages of the various types of surfaces on the county and township roads of the Province. Appendix No. 12 gives a

similar listing of the types of road and street surfaces under the jurisdiction of the urban municipalities.

SUMMARY OF 1951 RURAL ROAD IMPROVEMENTS

Condensed summaries of county and township road improvements appear in foregoing paragraphs. The items of construction, maintenance and purchases of materials, machinery and land are presented in greater detail by the district municipal engineers in their reports of county activities and those of the group of townships situate in their districts. These are listed below and in pages following:

DISTRICT 1—(3 counties, 39 townships, 35 urban municipalities)

ESSEX—Built 2.1 miles asphaltic concrete, 2.75 miles mulch; applied bituminous surface treatment to 12 miles, calcium dust layer to 160 miles; completed construction of 1 bridge, built 1 concrete culvert; painted 44 bridges, extended 30 culverts; purchased 1 truck, 1 tandem roller.

KENT—Built 24 miles asphaltic concrete, 12 miles new grade, 3 miles stabilized base; applied gravel and crushed stone to 12 miles of new grade, calcium dust layer to 5 miles; installed 32 pipe culverts; built 1 bridge; repaired 6 bridges, 20 culverts; purchased 2 power graders, 1 truck, 6.25 acres of gravel deposits.

LAMBTON—Built 2 miles asphaltic concrete, 20 miles mulch, 10 miles new grade; applied gravel to 17.5 miles new grade, crushed stone to 8 miles new grade, bituminous surface treatment to 1.5 miles, oil dust layer to 30 miles, calcium dust layer to 1.5 miles; installed 80 pipe culverts; built 2 concrete culverts, 1 steel bridge; repaired 5 bridges, 10 culverts; purchased 1 truck-mounted dragline, 1 power grader, 1 pneumatic roller, 1 asphalt distributor, 10 acres of land.

Townships: Built 0.13 miles asphaltic concrete, 0.13 miles mulch, 26 miles new grade; applied oil dust-layer on 16.5 miles, calcium dust-layer on 327 miles; installed 110 pipe culverts; built 5 culverts, 23 bridges; repaired 80 bridges, 404 culverts; purchased 6 power graders, 5 trucks, 2 snow plows, 1 tractor and mower, 1 sander, 1 weed-sprayer, 1 loader, 13 acres of land.

DISTRICT 2—(4 counties, 43 townships, 28 urban municipalities)

ELGIN—Laid 13.2 miles mulch and rebuilt 4 miles grade; surface treated 25 miles; built 2 bridges and 1 culvert, installed 138 pipe culverts; used 10,000 cubic yards pit-run, 27,500 cubic yards crushed gravel and 4,000 tons crushed stone; painted 5 bridges, repaired 7 bridges and 1 culvert; purchased 1 truck, 1 grader, 1 compressor, 1 plow, 1 loader and 16.4 acres of land.

MIDDLESEX—Laid 24 miles plant mix, prepared 18 miles base and surface treated 25 miles; built 3 bridges and 2 culverts, installed 218 pipe culverts; used 10,000 cubic yards pit-run, and 42,500 cubic yards crushed gravel; applied oil dust-layer to 18 miles and calcium to 67 miles; repaired 8 bridges and 100 culverts; purchased 2 trucks, 2 graders, 1 plow, 1 mower and 55 acres of land.

NORFOLK—Laid 5.3 miles mulch, stabilized 2.3 miles and surface treated 23 miles; built 1 culvert and installed 14 pipe culverts; used 30,000 tons crushed gravel and 17,000 tons crushed stone; repaired 10 bridges; purchased 1 truck,



County of Huron
Reconstruction, east of Brussels



County of Huron
Mulch surface, south of Seaforth



County of Waterloo
The Rau Bridge, south of New Hamburg



Stratford Suburban Roads Commission
The Bimini Bridge, south of Stratford

2 tractors with loaders and mowers, 1 spreader and 4.5 acres of land. Installed two-way radio system.

OXFORD—Laid 9 miles mulch, straightened and rebuilt 8.6 miles and surface treated 24.7 miles; built 3 culverts and installed 54 pipe culverts; applied calcium to 113.5 miles; used 9,000 cubic yards pit-run; 42,500 cubic yards crushed gravel and 4,700 tons crushed stone; repaired 3 bridges and 33 culverts; purchased 16.6 acres of land.

Townships: Laid 11 miles mulch, rebuilt 83.7 miles, stabilized 55 miles and surface treated 8.7 miles; built 11 bridges and 20 culverts and installed 252 pipe culverts; applied oil dust-layer to 41.5 miles and calcium to 141.5 miles; cut brush and weeds along 2,030 miles and weed sprayed 705 miles; used 164,000 cubic yards pit-run, 189,000 cubic yards crushed gravel and 27,600 cubic yards crushed stone; repaired 89 bridges and 307 culverts; erected 5 machinery sheds; purchased 10 graders, 4 plows, 1 tractor with loader and mower, 2 weed sprayers and 13 trucks.

DISTRICT 3—(4 counties, 44 townships, 32 urban municipalities)

HURON—Built 2 bridges, 15 miles mulch, rebuilt 14.8 miles gravel road; purchased a compressor, 2 trucks, and 26 acres of land.

PERTH—Built 3 bridges, laid 3.25 miles mulch, rebuilt 3.3 miles gravel road; purchased a grader, 2 trucks and 2 snow plows.

WATERLOO—Built 1 bridge extension, rebuilt 3.3 miles gravel roads, and applied 6.1 miles double surface treatment; bought 1 grader and 2 trucks.

WELLINGTON—Built 1 bridge, and assisted in building a railway bridge; bought 2 graders and 18 acres of land.

Townships: Completed 175 miles of re-construction, laid 0.2 miles light bituminous surface; built 16 bridges, 43 concrete culverts, laid 463 pipe culverts, and erected 5 machinery sheds; purchased 19.7 acres of land, 5 graders, 9 trucks and 5 tractors with mowers.

DISTRICT 4—(5 counties, 41 township units, 27 urban municipalities)

BRANT—Regraded 3 miles and laid 11.5 miles mulch; built 5 concrete bridges and underpinned several culverts; purchased 1 truck, 1 concrete mixer and 1 snow plow.

HALDIMAND—Regraded 3.6 miles and prepared 9.3 miles for paving; built 3 concrete culverts and extended 4 others; purchased 1 air compressor with wagon jack and hammer, 3 trucks and 1 tractor with mower.

LINCOLN—Laid 0.4 miles penetration pavement and regraded 2 miles; built 4 concrete bridges and installed 23 pipe culverts; purchased 5 trucks, 2 tractor mowers and 1 set of scales.

WELLAND—Laid 4.3 miles asphaltic concrete and prepared 3 miles for paving; built 8 concrete culverts and installed 1 multiplate arch and 9 pipe culverts; purchased 2 trucks, 4 spreaders, 1 tractor with loader and 1.5 acres of land.

WENTWORTH—Armour coated 25 miles of surface; built 2 bridges and installed 175 pipe culverts; purchased 1 maintainer, 1 tractor with loader, 1 tractor with mower and 1 spreader.



Counties of Leeds & Grenville
New construction, east of Merrickville



Township of Goulbourn
Reconstruction, east of Stanley's Corners



City of Ottawa
Mackenzie King Bridge



County of Huron
Bridge west of Kirkton

Townships: Laid 8 miles mulch, 6 miles stabilization and graded 46 miles; built 18 bridges, 21 culverts and installed 306 pipe culverts; surface treated 23 miles, applied oil dust-layer to 212 miles and calcium to 170 miles; used 71,500 cubic yards gravel and 228,500 tons crushed stone; repaired 68 bridges and 557 culverts; purchased 17 trucks, 7 maintainers, 5 tractors, 3 plows, 4 weed sprayers, 5 mowers and 5.75 acres of land.

DISTRICT 5—(3 counties, 40 township units, 29 urban municipalities)

BRUCE—Regraded 14.5 miles, topped with 12" of pit-run; laid 9.6 miles mulch; built 3 concrete bridges and installed 63 metal and 73 concrete pipe culverts; applied prime dust-layer on 14 miles and calcium chloride on 170 miles; placed 23,000 cubic yards crushed gravel on new grades and 19,600 cubic yards as resurfacing. Land purchases totalled 21.9 acres.

DUFFERIN—Regraded 4 miles and installed 11 metal culverts; laid 2.5 miles mulch; placed 6,900 cubic yards pit-run and 15,000 cubic yards crushed gravel; applied prime dust-layer on 7.5 miles and calcium on 50 miles; purchased 34.57 acres of land for widening and planting of permanent snow hedges.

GREY—Regraded $10\frac{1}{4}$ miles of road using 26,800 cubic yards of granular fill; built 1 concrete bridge and placed 73 metal culverts; laid 2 miles mulch and surface treated 23 miles; placed 10,000 cubic yards crushed gravel on new grades and used 51,700 cubic yards for resurfacing; repaired 3 bridges and 39 culverts.

Townships: Regraded and widened 113 miles; built 7 concrete bridges, 3 timber bridges and 2 concrete culverts; installed 500 pipe culverts and 5 metal arches; applied 66,000 cubic yards pit-run and 280,000 cubic yards crushed gravel; purchased 3 power graders, 2 equipped with snow plow and wing, 2 trucks, 4 V-plows and wings, 4 mowers and erected 1 machinery shed.

DISTRICT 6—(4 counties, 38 townships, 40 urban municipalities)

HALTON—Graded 1 mile, built 2 concrete bridges and $\frac{1}{2}$ mile light bituminous surface; surface treated 4.4 miles and applied 44,670 cubic yards crushed gravel.

PEEL—Built 1 concrete culvert and 2 concrete bridges; placed 13 miles stabilized base and 3.5 miles penetration pavement using 49,600 cubic yards pit-run and 92,000 cubic yards crushed gravel; also used 30,000 cubic yards crushed gravel for maintenance; purchased 1 loader and 2 trucks.

SIMCOE—Rebuilt 4.35 miles using 28,000 cubic yards pit-run and 21,000 cubic yards crushed gravel; also used 29,000 cubic yards pit-run and 30,000 cubic yards crushed gravel on maintenance; completed Sandhook Bridge (100-foot rigid frame); primed 72 miles; purchased 1 heavy grader and 2 trucks.

YORK—Built 1 concrete bridge and 2 culverts; reconstructed 11 miles using 80,600 cubic yards granular base, 16,500 cubic yards crushed gravel and 1,000 cubic yards crushed stone; also used 16,600 cubic yards crushed gravel on maintenance; laid 1.25 miles light bituminous surface, 3.75 miles asphaltic concrete and 0.5 miles concrete base and sheet asphalt top; purchased 6 trucks, scales, 1 spraying machine, 4 light tractors and 8 sand spreaders; completed Garbutt Bridge and diversion north of Weston.

Townships: Graded 79 miles; placed 985 pipe and 94 metal arch culverts; built 3 concrete culverts and 10 concrete bridges; 6.6 miles light bituminous surfaces and 1.60 miles asphaltic concrete; used 137,000 cubic yards pit-run, 300,000 cubic yards crushed gravel and 79,500 tons crushed stone; purchased 2 heavy graders and plows, 7 trucks, 7 tractors, 4 loaders, 3 mowers, 1 sweeper, 2 weed sprayers and 87.5 acres of gravel pits.

DISTRICT 7—(3 county units, 37 township units, 17 urban municipalities)

NORTHUMBERLAND & DURHAM—Completed 3 miles new grade; constructed 2 concrete culverts and installed 122 metal pipe; laid 8.7 miles mulch; applied 24,176 cubic yards pit-run as granular base and 22,137 cubic yards crushed gravel; surface treated $2\frac{1}{2}$ miles and primed $24\frac{1}{2}$ miles; applied calcium dust-layer on 102 miles; weed sprayed 153 miles; repaired 3 bridges and 16 culverts; purchased 1 truck with underbody scraper, and 7 acres land.

PETERBOROUGH—Completed 3.5 miles new grade; applied 3,610 cubic yards pit-run and 20,370 cubic yards crushed gravel; constructed 1 steel bridge, installed 32 pipe culverts and 1 metal arch; laid 1 mile mulch; primed 16.5 miles and applied calcium dust-layer to 154 miles; weed sprayed 82 miles; repaired 14 bridges and 7 culverts; purchased 3 acres land, 1 grader with snow plow and wing, 1 truck and a front-end loader.

PRINCE EDWARD—Completed 5.7 miles new grade; constructed 1 concrete bridge and installed 25 pipe culverts; applied 18,788 cubic yards pit-run and 8,837 cubic yards crushed gravel; surface treated 2.2 miles and primed 10.7 miles; applied calcium dust-layer on 65 miles; weed sprayed 64 miles; repaired 11 culverts; purchased 3 trucks.

Townships: Rebuilt 72.5 miles; applied 148,399 cubic yards pit-run and 113,440 cubic yards crushed gravel; constructed 14 concrete, 2 steel and 13 timber bridges; installed 491 metal, 27 concrete and 14 timber culverts; laid 1 mile mulch; surface treated 1.5 miles and primed 10.2 miles; applied calcium dust-layer on 157 miles. Weed sprayed 127 miles; repaired 69 bridges and 393 culverts; purchased 18.4 acres land, 1 grader, 4 trucks and 3 snow plows.

DISTRICT 8—(4 counties, 43 townships, 19 urban municipalities)

FRONTENAC—Cleared and grubbed 12 acres; graded 8 miles; surface treated $13\frac{1}{4}$ miles; applied oil dust-layer to 4 miles and calcium to 45 miles; applied 7,831 cubic yards stone and 854 cubic yards pit-run gravel; installed 44 pipe culverts; purchased 2 acres land and 2 trucks.

HASTINGS—Cleared and grubbed $1\frac{1}{2}$ acres; graded 2 miles; surface treated $9\frac{1}{2}$ miles; applied oil dust-layer to $38\frac{1}{2}$ miles and calcium to 99 miles; built 1.1 miles asphaltic concrete and $\frac{1}{4}$ mile light bituminous surface; applied 5,405 cubic yards pit-run; 5,228 cubic yards crushed gravel and 8,800 tons crushed stone; installed 17 pipe, 1 metal arch culvert; built 1 concrete bridge and repaired 19 bridges and 22 culverts; purchased 1 borrow pit, 1 tractor dozer, 1 truck and 2 traffic-counters.

LEEDS & GRENVILLE—Cleared and grubbed 3.2 acres; graded 2.3 miles; surface treated 17.9 miles; applied calcium to 70 miles; built 1.2 miles light bituminous surface and 1.5 miles stabilized base; applied crushed gravel to 2.0 miles and crushed stone to 0.3 miles construction; applied 1,276 cubic yards



County of Prince Edward
Road to Lake-on-the-Mountain
(Grade reduction 22 to 6.7%)



County of Lanark
County Road south of Hopetown



County of Wellington — City of Guelph
The Speedvale Avenue Bridge



County of Wellington — Canadian National Railway
Subway on County Road between Fergus and Elora

pit-run, 11,419 cubic yards crushed gravel and 6,103 cubic yards crushed stone; extended 1 concrete bridge, installed 3 pipe culverts, repaired 5 bridges and 51 culverts; purchased 7.43 acres land and 1 truck.

LENNOX & ADDINGTON—Graded $\frac{1}{2}$ mile; surface treated 55 miles; applied oil dust-layer to 45 miles and calcium to 10 miles; applied 1,200 cubic yards pit-run and 500 tons crushed stone to new grade (diversion); applied 15,000 cubic yards crushed stone resurfacing; built 1 concrete bridge; installed 14 concrete, 32 metal culverts; repaired 2 bridges and 1 culvert; completed Camden East bridge; purchased 48 acres.

Townships: Cleared and grubbed 2 acres; graded $19\frac{1}{2}$ miles; surface treated $12\frac{1}{2}$ miles; applied oil dust-layer to 7.8 miles and calcium to 154 miles; built 2 miles asphaltic concrete; applied 5,889 cubic yards pit-run, 1,529 cubic yards crushed gravel and 3,461 cubic yards crushed stone to new grades; installed 247 pipe culverts, 63 other culverts, built 3 wooden and 3 concrete bridges, repaired 74 bridges and 714 culverts; purchased gravel rights on 5 acres and 20.21 acres for right-of-way; applied 96,062 cubic yards pit-run, 41,381 cubic yards crushed gravel and 71,205 cubic yards crushed stone resurfacing; purchased 3 trucks, 2 snow plows, 1 wing, 2 graders, 1 maintainer, 2 crawlers with loaders and 1 tractor with loader and mower.

DISTRICT 9—(4 county units, 47 township units, and 23 urban municipalities)

CARLETON—Laid 2.75 miles asphaltic concrete and 2 miles mulch by the Ottawa Suburban Roads Commission and 8.5 miles by the county; built 2 bridges and installed 9 pipe culverts; surface treated 30.4 miles, applied oil dust-layer to 4 miles and calcium to 60 miles; used 14,700 cubic yards pit-run and 9,400 cubic yards crushed gravel; repaired 5 bridges and 63 culverts; purchased 1 tractor loader, 1 truck, 1 compressor and 4 acres of land.

LANARK—Laid 2 miles mulch, rebuilt 6 miles grade and surface treated 11 miles; erected 1 bridge and installed 32 pipe culverts; applied calcium to 115 miles; used 27,000 cubic yards pit-run and 10,500 cubic yards crushed material; repaired 35 culverts; purchased 1 grader, plow and wing and 6.4 acres of land.

PRESCOTT & RUSSELL—Laid 14 miles mulch and regraded 7 miles; built 4 culverts and started construction of 1 80-foot bridge; installed 27 pipe culverts; applied calcium to 80 miles and surface treated 2 miles; used 23,000 cubic yards pit-run and 35,000 cubic yards crushed gravel; repaired 10 bridges and 20 culverts; purchased 1 grader, 1 roller, 3 trucks, 1 chip spreader and 1 tractor with loader and mower.

STORMONT, DUNDAS & GLENGARRY—Laid 29 miles plant mix mulch and 0.2 miles cement concrete; regraded 6 miles; built 3 bridges and 1 culvert; used 16,000 cubic yards pit-run and 30,000 cubic yards crushed gravel; purchased 2 trucks, an asphalt spreader and 12 acres of land.

Townships: Built 8 miles new road and reshaped 24.3 miles; constructed 12 bridges and 65 culverts including 17 of timber and 6 metal arches; installed 284 pipe culverts; used 218,000 cubic yards gravel in resurfacing; repaired 180 bridges and 410 culverts; purchased 8 graders (including 5 with plow and wing), 7 trucks, 2 plows, 1 tractor and 9.8 acres of land.

DISTRICT 10—(1 county, 40 township units, 12 urban municipalities and 5 unorganized units)

RENFREW—Rebuilt 6 miles including 2 miles relocation; continued Claybank Bridge construction over Madawaska River; laid 3 miles mulch and oil primed 30 miles; purchased 2 trucks.

Townships: Rebuilt 36 miles; replaced or lengthened 200 culverts; repaired 69 bridges and 422 culverts; used 125,000 cubic yards pit-run and 51,000 cubic yards crushed gravel on maintenance; purchased 2 dozers, 2 trucks, 1 used power grader and 21 acres land for revisions and widening.

In the unorganized townships, one large and 7 small timber bridges were built and 3,500 cubic yards gravel applied.

DISTRICT 11—(2 counties, 1 provisional county, 1 district, 52 township units, 19 urban municipalities, 2 statute labour boards, 4 unorganized units)

ONTARIO—Rebuilt 10.4 miles; installed 14 metal arch and 1 concrete culvert; repaired 16 bridges and 27 culverts; applied oil dust-layer to 8.1 miles and calcium to 152 miles; used 21,760 cubic yards pit-run and 33,370 cubic yards crushed gravel; weed sprayed 194 miles; purchased a grader with plow and a tractor with loader.

VICTORIA—Cleared 2 acres and rebuilt 2.15 miles; laid 3.5 miles mulch; built 1 steel bridge and installed 40 pipe culverts; repaired 55 bridges and 20 culverts; surface treated 10 miles, primed 9.35 miles and applied calcium to 120 miles; used 8,500 cubic yards pit-run, 23,000 cubic yards crushed gravel and 3,000 tons crushed stone.

Townships: Cleared 6 acres, graded 41 miles, laid 4.5 miles mulch, surface treated 19.25 miles; built 1 concrete bridge, 30 concrete and 6 timber culverts; installed 18 metal arch and 254 pipe culverts; repaired 152 bridges and 846 culverts; used 134,000 cubic yards pit-run, 150,000 cubic yards crushed gravel and 15,000 tons crushed stone; purchased 3 graders, 8 trucks and 1 tractor loader.

DISTRICT 12—(20 township units, 9 urban municipalities, 18 statute labour boards and 6 unorganized units)

The incorporated townships cleared and grubbed 5 acres; built 3 miles new road; erected 2 timber bridges, installed 44 pipe and wood culverts. In maintaining existing roads they cleaned 58 miles roadside ditches, repaired 80 bridges and 297 culverts and applied 43,700 cubic yards gravel.

Statute labour townships cleared and grubbed 16 acres; built 2 miles new road and 14 timber bridges; installed 227 pipe and 38 wood culverts. Maintenance included 33 miles roadside ditching, repairs to 76 bridges and 402 culverts and application of 46,250 cubic yards gravel.

Special work, on a 50-50 basis, included 4 miles new road surfaced with 3,000 cubic yards pit-run. "Specific" projects completed 6 miles new grade which required 21 pipe culverts and 5,800 cubic yards gravel.

DISTRICT 13—(19 township units, 5 urban municipalities, 17 statute labour boards and 17 unorganized units)

The organized townships shaped and surfaced 1.5 miles new grade and laid 1.25 miles mulch; built 4 timber bridges and 68 culverts; installed 76 metal



Counties of Lennox & Addington
Primed gravel surface, south of Yarker



County of Frontenac
Curve easement, east of Harrowsmith



County of Haldimand
The Oswego Creek Bridge, north of Dunnville



Township of Sombra
The Duthill Bridge over Sydenham River (north branch)

culverts; repaired 42 bridges and 183 culverts; used 50,700 cubic yards gravel on maintenance; purchased 2 graders, 1 truck, and built 1 machinery shed.

In the unorganized township units 3 bridges and 56 culverts of native timber were built and 73 repaired; 36 metal culverts were installed. About 30,300 cubic yards gravel were applied in maintenance and 2,100 cubic yards of granular fill used in improving a curve.

DISTRICT 14—(26 township units, 9 urban municipalities, 18 statute labour boards and 43 unorganized units)

The organized townships cleared and grubbed 32 acres, built 3 miles new grade; constructed 8 timber bridges, installed 26 culverts (10 timber, 1 stone, 12 metal arch and 3 concrete), also 180 pipe culverts; repaired 31 bridges, 119 culverts; applied 35,500 cubic yards pit-run and 45,000 cubic yards crushed gravel; renewed 35 miles roadside ditching; purchased a tractor with front-end loader, a snow removal unit and 2 weed sprayers.

The unorganized units cleared and grubbed 8 acres, built 5 miles new grade; constructed 7 bridges and 10 culverts of native timber; installed 130 pipe culverts; reshaped 12 miles of existing road, repaired 26 bridges and 92 culverts; applied 34,000 cubic yards pit-run gravel.

DISTRICT 16—(5 township units, 5 urban municipalities, 26 statute labour boards and 15 unorganized units)

The organized townships built 1.2 miles mulch; installed 13 pipe culverts; repaired 24 bridges and 76 culverts; renewed 14 miles roadside ditches and dug 4,840 feet of off-take ditching. Brush and weeds were cut on 26 miles. Gravel surfacing required 17,560 cubic yards pit-run, and 152 miles were snow plowed. One township purchased a tractor-dozer.

The statute labour boards and unorganized units cleared and grubbed 20 acres; built 4 miles new road surfaced with 4,000 cubic yards pit-run; replaced 5 bridges and 5 culverts (native timber) and installed 57 metal culverts; repaired 98 bridges and 31 culverts; cleared 14 miles of roadside ditches and dug 2,020 feet of off-takes. Brush and weeds were cut on 66 miles. Resurfacing required 4,000 cubic yards pit-run, 1,200 cubic yards crushed gravel and 6,000 cubic yards clay and sand.

DISTRICT 17—(30 township units, 9 urban municipalities, 16 statute labour boards and 43 unorganized units)

The organized townships cleared and grubbed 22 acres and built 2 miles new grade; laid 1.75 miles mulch, applied oil dust-layer on 13.5 miles and calcium on 37.8 miles; built 5 timber bridges and installed 80 culverts; repaired 31 bridges and 559 culverts; used 85,500 cubic yards pit-run and 4,000 cubic yards crushed gravel; renewed 114 miles of ditches. Purchased 1 truck with plow and wing and 1 tractor-dozer. Neelon and Garson purchased a bituminous sprayer, also plow and wing for grader.

Construction work in statute labour and otherwise unorganized areas included 23 acres cleared and grubbed, 19 miles new or reshaped grade, 2 timber bridges and 78 culverts. Under maintenance 24 bridges and 153 culverts were repaired, 240 miles of road dragged, 153 miles snow plowed and 64 miles cleared of brush and weeds. Resurfacing included 31,600 cubic yards of gravel.

DISTRICT 18—(18 township units, 8 urban municipalities, 13 statute labour boards and 48 unorganized units)

Construction in the organized townships included 2 bridges and 6 timber culverts, 154 metal culverts, a mile mulch, an equipment shed and 1,025 feet guide rail. Under maintenance, 22 bridges and 154 culverts were repaired, 5.5 miles of road treated with calcium, 58 miles weed-sprayed and 78 miles of brush and weeds cut. Resurfacing required 26,000 cubic yards pit-run and 3,000 cubic yards crushed gravel and slag. Machinery purchases included an overhead loader, 2 weed sprayers and a V-plow with levelling wing.

In the unorganized townships 6.5 miles new grade were built, of which 2.5 miles were surfaced with 4,250 cubic yards pit-run; 10 bridges and 9 culverts were built of native timber and 84 pipe culverts installed. About 21,000 cubic yards of pit-run were applied, 24 miles of roadside ditches cleaned, 52 miles of weeds and brush cut, 95 miles snow plowed and 19 bridges and 68 culverts repaired.

DISTRICT 19—(15 township units, 3 urban municipalities, 20 statute labour boards and 7 unorganized units)

The organized municipalities laid 2.5 miles mulch (Schreiber) and 0.5 miles concrete pavement (Marathon); cleared and grubbed 4.5 acres and built 10.7 miles grade. Six bridges and 117 culverts (all timber) were constructed, and 24 pipe culverts installed. Repairs were made to 34 bridges and 155 culverts. Resurfacing required 47,350 cubic yards pit-run and 3,100 cubic yards crushed gravel.

In townships with statute labour boards, in addition to grading and resurfacing, 8 large bridges and numerous smaller structures were replaced.

DISTRICT 20—(19 township units, 6 urban municipalities, 24 statute labour boards and 31 unorganized units)

The organized townships cleared and grubbed 10.75 acres and surfaced 5 miles; new grade with 3,100 cubic yards gravel; installed 6 pipe and 40 timber culverts. Maintenance items included 5,900 cubic yards gravel surfacing, 350 miles brushing and weed cutting, 21 miles roadside ditching and 7 miles of dust-layer treatment.

In statute labour and unorganized territory 4.5 miles of new road were graded and gravelled, 58 metal and 10 wood culverts installed and 4.5 miles of existing road reshaped. Resurfacing required 52,000 cubic yards pit-run and 2,000 cubic yards clay. Roadside ditches were cleared for 23.5 miles; brush and weeds were cut along 73 miles. Repairs were made to 9 bridges and 171 culverts.



County of Frontenac
Shoulder renewal, east of Sydenham



Ottawa Suburban Roads Commission
Extension along Rideau River toward Kemptville



County of Simcoe
Sandhook Bridge under construction



County of Simcoe
Sandhook Bridge completed

ANNUAL REPORT

THE PUBLIC RELATIONS BRANCH

By C. M. Bennett,

January 1 to December 31, 1951.

The most important business of this Branch was to keep the public advised on highway travel conditions and to this end the staff of seven was kept busy throughout the year. From mid-April to mid-December the Branch published "The Official Weekly Road Bulletin of Ontario" in the number of approximately 9,000 copies weekly and looked after their distribution.

From November 1st to approximately the middle of April the Winter Road Reporting System was kept in operation 24 hours a day, 7 days a week; an additional staff of seven was hired specifically for this work. In adverse weather the office telephones have been known to ring an average of once a minute over an eight-hour period, all callers requesting information on road conditions.

The booklet: "The Official Roadside Park Bulletin of Ontario" was published and 25,000 copies distributed. This was the first year a bulletin of this nature was prepared and it seemed that it was well received by the motorist.

The Department's photographer handled many assignments all over Ontario. The photographs were used for publicity purposes and also many were taken for the records. Besides taking the photographs, the photographer processed them.

The Branch's map section had sales totalling a little more than \$3,800.00. County and District heavy paper maps sold numbered 1,670. Lithographed maps (County) sold numbered 11,941. Maps (Litho) given free to government offices numbered 4,450. Township map sales numbered 1,709. Sales of maps on linen numbered 87.

A private wire teletype network was maintained by this Branch primarily for receiving road information. All Southern Ontario Division Offices, including North Bay, were linked together. The Toronto Division was added late in 1951. The Department's general business also was handled. Messages during the summer numbered approximately 1,500 each month (eight-hour day). During the winter (twenty-four hour day) messages handled averaged about 6,600 per month. The total number of messages handled, both incoming and outgoing, was approximately 45,650.

The Annual Report was ready for distribution by this Branch in December.

APPENDIX No. 1

**Department Expenditures on King's Highways, Development Roads,
Roads in Unincorporated Townships, etc.,
by Counties and Districts**

April 1, 1951, to March 31, 1952

| COUNTY | Construction | Maintenance | Total |
|-----------------------------------|---------------|---------------|-----------------|
| Brant: | | | |
| Highway 2 | \$ 375,195.34 | \$ 187,922.23 | \$ 563,117.57 |
| " 5 | 1,074.12 | 201,967.43 | 203,041.55 |
| " 24 | 265.47 | 32,777.89 | 33,043.36 |
| " 24A | | 9,071.59 | 9,071.59 |
| " 53 | 40,074.06 | 26,664.26 | 66,738.32 |
| " 54 | 145.30 | 34,368.97 | 34,514.27 |
| " 99 | 20,332.56 | 5,749.67 | 26,082.23 |
| Connecting Link: | | | |
| Town of Paris | | 203.00 | 203.00 |
| | \$ 437,086.85 | \$ 498,725.04 | \$ 935,811.89 |
| Bruce: | | | |
| Highway 4 | \$ 682.86 | \$ 30,679.83 | \$ 31,362.69 |
| " 6 | 127,666.45 | 187,214.75 | 314,881.20 |
| " 9 | 24,383.29 | 402,473.86 | 426,857.15 |
| " 21 | 5,486.56 | 96,365.75 | 101,852.31 |
| " 86 | 216,125.54 | 23,149.33 | 239,274.87 |
| Miscellaneous Surveys | 271.56 | | 271.56 |
| Connecting Links: | | | |
| Town of Hanover | | 217.09 | 217.09 |
| Town of Kincardine | | 15.30 | 15.30 |
| Town of Walkerton | | 2,747.32 | 2,747.32 |
| Development Road: | | | |
| Southampton to Beach Road | 7,170.65 | | 7,170.65 |
| | \$ 381,786.91 | \$ 742,863.23 | \$ 1,124,650.14 |
| Carleton: | | | |
| Highway 15 | \$ 6,605.20 | \$ 33,245.42 | \$ 39,850.62 |
| " 16 | 5,806.44 | 49,688.72 | 55,495.16 |
| " 17 | 183,812.60 | 313,477.74 | 497,290.34 |
| " 29 | 705.00 | 6,682.91 | 7,387.91 |
| " 31 | 40,285.27 | 35,748.05 | 76,033.32 |
| " 44 | 180,237.55 | 13,047.53 | 193,285.08 |
| Connecting Links: | | | |
| Town of Eastview | | 915.58 | 915.58 |
| Village of Metcalfe | 572.00 | | 572.00 |
| Development Roads: | | | |
| Stanley Corners Easterly | 13,034.50 | | 13,034.50 |
| Osgood-South Gower Boundary | 5,101.98 | | 5,101.98 |
| Torbolton Side Road | 7,061.84 | | 7,061.84 |
| | \$ 443,222.38 | \$ 452,805.95 | \$ 896,028.33 |
| Dufferin: | | | |
| Highway 9 | \$ 4,402.96 | \$ 46,617.24 | \$ 51,020.20 |
| " 10 | 6,015.06 | 52,976.30 | 58,991.36 |
| " 24 | 205,092.24 | 36,375.14 | 241,467.38 |
| " 89 | 275.40 | 19,264.64 | 19,540.04 |
| " 104 | 279.09 | 3,967.35 | 4,246.44 |
| Connecting Links: | | | |
| Town of Orangeville | | 510.81 | 510.81 |
| Village of Shelburne | | 1,362.16 | 1,362.16 |
| | \$ 216,064.75 | \$ 161,073.64 | \$ 377,138.39 |

| COUNTY | | Construction | Maintenance | Total |
|------------------------------------|-------|---------------|---------------|-----------------|
| Elgin: | | | | |
| Highway 3 | ..... | \$ 110,423.37 | \$ 203,129.13 | \$ 313,552.50 |
| " 4 | ..... | 83,563.16 | 18,171.81 | 101,734.97 |
| " 19 | ..... | ..... | 23,604.07 | 23,604.07 |
| " 73 | ..... | 217.36 | 27,369.29 | 27,586.65 |
| " 74 | ..... | 83,227.21 | 16,571.54 | 99,798.75 |
| " 75 | ..... | ..... | 4,068.43 | 4,068.43 |
| " 76 | ..... | ..... | 5,298.38 | 5,298.38 |
| " 77 | ..... | ..... | 6,669.16 | 6,669.16 |
| Miscellaneous Surveys | ..... | 138.37 | ..... | 138.37 |
| Connecting Link: | | | | |
| Town of Aylmer | ..... | 6,100.50 | ..... | 6,100.50 |
| | | \$ 283,669.97 | \$ 304,881.81 | \$ 588,551.78 |
| Essex: | | | | |
| Highway 2 | ..... | \$ 549.21 | \$ 158,159.41 | \$ 158,708.62 |
| " 2B | ..... | ..... | 627.74 | 627.74 |
| " 3 | ..... | 10,040.50 | 526,494.12 | 536,534.62 |
| " 3B | ..... | ..... | 4,687.29 | 4,687.29 |
| " 18 | ..... | 567.98 | 40,097.82 | 40,665.80 |
| " 18A | ..... | 101,784.06 | 82,300.59 | 184,084.65 |
| " 18B | ..... | 3.50 | 839.43 | 842.93 |
| " 39 | ..... | 137,086.88 | 16,432.52 | 153,519.40 |
| " 98 | ..... | 1,042.75 | 48,275.20 | 49,317.95 |
| " 98A | ..... | ..... | 896.45 | 896.45 |
| Pelee Island | ..... | ..... | 4,310.40 | 4,310.40 |
| Toronto-Windsor Controlled Access | ..... | 275,831.40 | ..... | 275,831.40 |
| Connecting Links: | | | | |
| Town of Essex | ..... | ..... | 1,655.41 | 1,655.41 |
| Town of Harrow | ..... | ..... | 94.05 | 94.05 |
| Town of Kingsville | ..... | ..... | 286.50 | 286.50 |
| Town of LaSalle | ..... | ..... | 182.10 | 182.10 |
| Town of Leamington | ..... | ..... | 191.75 | 191.75 |
| Town of Tecumseh | ..... | ..... | 151.50 | 151.50 |
| | | \$ 526,906.28 | \$ 885,682.28 | \$ 1,412,588.56 |
| Frontenac: | | | | |
| Highway 2 | ..... | \$ 15,754.19 | \$ 96,869.07 | \$ 112,623.26 |
| " 2A | ..... | 2,210.00 | ..... | 2,210.00 |
| " 7 | ..... | 7,488.74 | 56,619.75 | 64,108.49 |
| " 15 | ..... | 13,192.49 | 35,989.75 | 49,182.24 |
| " 33 | ..... | ..... | 13,828.23 | 13,828.23 |
| " 38 | ..... | 143,129.99 | 164,542.75 | 307,672.74 |
| " 41 | ..... | 156.11 | 12,454.77 | 12,610.88 |
| " 95 | ..... | 2,072.07 | 30,377.76 | 32,449.83 |
| " 96 | ..... | 3,210.00 | 83,577.64 | 86,787.64 |
| Ferries | ..... | 42,775.20 | ..... | 42,775.20 |
| Fort Henry | ..... | 25,967.57 | ..... | 25,967.57 |
| Miscellaneous Surveys | ..... | 194.37 | ..... | 194.37 |
| Sidewalks: | | | | |
| Verona | ..... | 2,915.88 | ..... | 2,915.88 |
| Harrowsmith | ..... | 116.00 | ..... | 116.00 |
| Kaladar | ..... | 407.55 | ..... | 407.55 |
| Development Roads: | | | | |
| Clarendon southerly to Highway 7 | ..... | ..... | 12,984.21 | 12,984.21 |
| Plevna westerly to Highway 41 | ..... | ..... | 33,612.90 | 33,612.90 |
| Parham-Mountain Grove | ..... | 10,983.99 | ..... | 10,983.99 |
| Township Road No. 16, Loughborough | ..... | 6,187.50 | ..... | 6,187.50 |
| Denbigh-Plevna | ..... | 8,032.78 | ..... | 8,032.78 |
| Ardoch-Clarendon | ..... | 7,697.16 | ..... | 7,697.16 |
| Perth Road | ..... | 35,835.29 | ..... | 35,835.29 |
| | | \$ 328,326.88 | \$ 540,856.83 | \$ 869,183.71 |
| Grey: | | | | |
| Highway 4 | ..... | \$ 22,695.85 | \$ 75,644.01 | \$ 98,339.86 |
| " 6 | ..... | 602,602.29 | 109,221.08 | 711,823.37 |

| COUNTY | | Construction | Maintenance | Total |
|-----------------------------|----|---------------|---------------|-----------------|
| Grey: (continued) | | | | |
| " | 10 | \$ 1,240.50 | \$ 58,599.00 | \$ 59,839.50 |
| " | 21 | 15.46 | 21,784.36 | 21,799.82 |
| " | 24 | 6,810.80 | 7,871.66 | 14,682.46 |
| " | 26 | 249,782.92 | 62,588.80 | 312,371.72 |
| Miscellaneous Surveys | | 334.10 | | 334.10 |
| Connecting Links: | | | | |
| Village of Chatsworth | | | 396.50 | 396.50 |
| Town of Durham | | | 2,056.67 | 2,056.67 |
| Village of Flesherton | | | 842.84 | 842.84 |
| Town of Hanover | | | 677.89 | 677.89 |
| Village of Markdale | | | 766.21 | 766.21 |
| Town of Meaford | | 1,867.53 | 1,447.30 | 3,314.83 |
| Town of Thornbury | | | 425.67 | 425.67 |
| Development Road: | | | | |
| Beaver Valley Road | | 7,320.16 | | 7,320.16 |
| | | \$ 892,669.61 | \$ 342,321.99 | \$ 1,234,991.60 |
| Haldimand: | | | | |
| Highway 3 | | \$ 76,733.26 | \$ 62,798.00 | \$ 139,531.26 |
| " | 6 | 250.68 | 46,767.17 | 47,017.85 |
| " | 54 | 359,669.29 | 25,141.62 | 384,810.91 |
| " | 56 | 357,726.56 | 12,890.22 | 370,616.78 |
| Connecting Links: | | | | |
| Village of Caledonia | | | 119.90 | 119.90 |
| Village of Cayuga | | | 137.95 | 137.95 |
| Town of Dunnville | | | 373.10 | 373.10 |
| Village of Hagersville | | 22,179.74 | 412.64 | 22,592.38 |
| Village of Jarvis | | | 155.39 | 155.39 |
| | | \$ 816,559.53 | \$ 148,795.99 | \$ 965,355.52 |
| Halton: | | | | |
| Highway 2 | | \$ 876.70 | \$ 63,026.45 | \$ 63,903.15 |
| " | 5 | 9,102.85 | 60,035.67 | 69,138.52 |
| " | 7 | 175.34 | 55,631.96 | 55,807.30 |
| " | 25 | 116,493.48 | 149,315.86 | 265,809.34 |
| Queen Elizabeth Way | | 87,634.98 | 110,495.44 | 198,130.42 |
| Miscellaneous Surveys | | 27.50 | | 27.50 |
| Connecting Links: | | | | |
| Village of Acton | | 28,393.40 | 720.00 | 29,113.40 |
| Town of Burlington | | | 993.00 | 993.00 |
| Town of Georgetown | | | 741.18 | 741.18 |
| Town of Milton | | 17,337.10 | 257.35 | 17,594.45 |
| | | \$ 260,041.35 | \$ 441,216.91 | \$ 701,258.26 |
| Hastings: | | | | |
| Highway 2 | | \$ 9,560.98 | \$ 82,779.43 | \$ 92,340.41 |
| " | 7 | 58,396.52 | 53,758.54 | 112,155.06 |
| " | 14 | 8,289.32 | 50,597.30 | 58,886.62 |
| " | 28 | 3,082.67 | 25,400.08 | 28,482.75 |
| " | 33 | 4.00 | 18,799.69 | 18,803.69 |
| " | 37 | 157,279.87 | 59,783.24 | 217,063.11 |
| " | 62 | 613,975.03 | 231,914.39 | 845,889.42 |
| Miscellaneous Surveys | | 71.09 | | 71.09 |
| Sidewalks: | | | | |
| Thurlow Township | | 1,559.67 | | 1,559.67 |
| Connecting Links: | | | | |
| Town of Bancroft | | | 1,445.77 | 1,445.77 |
| Town of Deseronto | | | 1,755.26 | 1,755.26 |
| Village of Madoc | | | 2,567.23 | 2,567.23 |
| Village of Marmora | | 7,253.05 | 681.34 | 7,934.39 |
| Development Roads: | | | | |
| Kirkfield-Kinmount-Bancroft | | | 24,614.81 | 24,614.81 |
| Combermere-New Carlaw | | | 2,687.00 | 2,687.00 |
| Maynooth-Whitney | | | 31,239.68 | 31,239.68 |

| COUNTY | Construction | Maintenance | Total |
|--|---------------|---------------|-----------------|
| Hastings: (continued) | | | |
| Bancroft-Hermon | \$ | \$ 15,158.28 | \$ 15,158.28 |
| Stirling to Hoad's Station | 606.25 | ..... | 606.25 |
| Detlor-Egan Creek | 5,461.01 | ..... | 5,461.01 |
| | \$ 865,539.46 | \$ 603,182.04 | \$ 1,468,721.50 |
| Huron: | | | |
| Highway 4 | \$ 68,300.94 | \$ 117,524.54 | \$ 185,825.48 |
| " 8 | 6,046.87 | 60,465.24 | 66,512.11 |
| " 9 | 290.54 | 5,736.65 | 6,027.19 |
| " 21 | 308,549.34 | 130,119.92 | 438,669.26 |
| " 23 | 45,705.25 | 10,537.34 | 56,242.59 |
| " 81 | 94,283.27 | 5,778.65 | 100,061.92 |
| " 83 | 2,580.99 | 58,258.01 | 60,839.00 |
| " 84 | 30,182.57 | 27,718.59 | 57,901.16 |
| " 86 | 248,114.22 | 82,751.07 | 330,865.29 |
| " 87 | 58,103.58 | 42,478.16 | 100,581.74 |
| Sidewalks: | | | |
| Walton | 236.82 | ..... | 236.82 |
| Connecting Links: | | | |
| Village of Exeter ..... | ..... | 358.88 | 358.88 |
| Town of Goderich ..... | ..... | 63.95 | 63.95 |
| Village of Lucknow ..... | ..... | 131.60 | 131.60 |
| Town of Wingham ..... | ..... | 765.97 | 765.97 |
| | \$ 862,394.39 | \$ 542,688.57 | \$ 1,405,082.96 |
| Kent: | | | |
| Highway 2 | \$ 6,857.34 | \$ 222,539.03 | \$ 229,396.37 |
| " 3 | 2,174.00 | 47,790.37 | 49,964.37 |
| " 21 ..... | ..... | 32,466.96 | 32,466.96 |
| " 40 | 214,343.80 | 41,262.92 | 255,606.72 |
| " 78 | 279,593.93 | 9,592.59 | 289,186.52 |
| " 79 | 28,827.52 | 2,190.87 | 31,018.39 |
| " 98 | 21.97 | 20,328.52 | 20,350.49 |
| Toronto-Windsor Controlled Access Hwy. ... | 1,185.73 | ..... | 1,185.73 |
| Sidewalks: | | | |
| Chatham Township | 750.00 | ..... | 750.00 |
| Connecting Links: | | | |
| Town of Blenheim ..... | ..... | 295.59 | 295.59 |
| Town of Bothwell ..... | ..... | 196.98 | 196.98 |
| Town of Dresden ..... | ..... | 186.00 | 186.00 |
| Town of Ridgetown ..... | ..... | 158.96 | 158.96 |
| Village of Thamesville ..... | ..... | 99.80 | 99.80 |
| Town of Tilbury ..... | ..... | 186.50 | 186.50 |
| Town of Wallaceburg | 2,478.28 | 1,200.62 | 3,678.90 |
| Village of Wheatley ..... | ..... | 57.52 | 57.52 |
| | \$ 536,232.57 | \$ 378,553.23 | \$ 914,785.80 |
| Lambton: | | | |
| Highway 7 | \$ 293,783.05 | \$ 43,589.66 | \$ 337,372.71 |
| " 21 | 459.79 | 51,835.70 | 52,295.49 |
| " 22 | 42,951.66 | 3,116.18 | 46,067.84 |
| " 40 | 22,680.00 | 31,723.09 | 54,403.09 |
| " 79 | 121,752.56 | 30,747.51 | 152,500.07 |
| " 80 | 44.07 | 11,503.44 | 11,547.51 |
| " 82 ..... | ..... | 6,969.50 | 6,969.50 |
| Toronto-Windsor Controlled Access Hwy. ... | 767.81 | ..... | 767.81 |
| Miscellaneous Surveys | 304.33 | ..... | 304.33 |
| Sidewalk: | | | |
| Corunna | 200.00 | ..... | 200.00 |
| Connecting Links: | | | |
| Village of Alvinston ..... | ..... | 203.25 | 203.25 |
| Village of Thedford ..... | ..... | 205.74 | 205.74 |
| Development Roads: | | | |
| Ravenswood-Ipperwash | 13,479.34 | ..... | 13,479.34 |
| Brigden Sideroad | 17,025.28 | ..... | 17,025.28 |
| | \$ 513,447.89 | \$ 179,894.07 | \$ 693,341.96 |

| COUNTY | Construction | Maintenance | Total |
|-----------------------------------|---------------|---------------|-----------------|
| Lanark: | | | |
| Highway 7 | \$ 4,300.35 | \$ 54,112.88 | \$ 58,413.23 |
| " 15 | 7,854.68 | 76,484.46 | 84,339.14 |
| " 29 | 4,312.84 | 69,526.82 | 73,839.66 |
| " 44 | 178,104.40 | 5,195.78 | 183,300.18 |
| Development Roads: | | | |
| Calabogie-White-Lanark | 650.82 | 23,856.99 | 24,507.81 |
| Perth-Lanark | 163,952.98 | 30,278.93 | 194,231.91 |
| Union Hall Road | 16,365.82 | | 16,375.82 |
| Bellamy Road | 8,578.96 | | 8,578.96 |
| Christie Lake Road | 14,729.99 | | 14,729.99 |
| McCue-Port Elmsley | 13,963.69 | | 13,963.69 |
| Wayside-Tennyson Road | 49,541.06 | | 49,541.06 |
| Rosetta Road | 18,010.84 | | 18,010.84 |
| French Line in Darling Township | 2,160.23 | | 2,160.23 |
| | \$ 482,526.66 | \$ 259,455.86 | \$ 741,982.52 |
| Leeds and Grenville: | | | |
| Highway 2 | \$ 30,275.14 | \$ 261,530.55 | \$ 291,805.69 |
| " 2A | 1,144.75 | | 1,144.75 |
| " 2S | 3,860.44 | 98,750.52 | 102,610.96 |
| " 15 | 185,466.09 | 69,348.90 | 254,814.99 |
| " 16 | 3,376.28 | 95,832.86 | 99,209.14 |
| " 29 | 2,668.74 | 55,616.24 | 58,284.98 |
| " 32 | 1,169.75 | 19,664.43 | 20,834.18 |
| " 42 | 62,004.17 | 57,678.81 | 119,682.98 |
| Prescott By-pass | 124,231.58 | 6,333.41 | 130,564.99 |
| Miscellaneous Surveys | 50.00 | | 50.00 |
| Sidewalks: | | | |
| Seeley's Bay | 100.00 | | 100.00 |
| Lyndhurst | 116.90 | | 116.90 |
| Portland | 316.00 | | 316.00 |
| Connecting Link: | | | |
| Village of Kemptville | | 570.78 | 570.78 |
| Development Roads: | | | |
| Kemptville-Merrickville | 14,972.68 | | 14,972.68 |
| Easton's Corners-Kilmarnock Locks | 9,995.90 | | 9,995.90 |
| Westport-Bolingbroke Road | 32,849.45 | | 32,849.45 |
| Athens-Charleston Lake | 603.50 | | 603.50 |
| Rideau River Road | 24,980.02 | | 24,980.02 |
| Oxford-Wolford | 81,332.67 | | 81,332.67 |
| McNinch Road | 3,019.28 | | 3,019.28 |
| County Road No. 11 | 8,736.19 | | 8,736.19 |
| Pittston Road | 7,249.92 | | 7,249.92 |
| Maynard-S. Augusta | 19,474.40 | | 19,474.40 |
| Crystal Rock-Brouseville | 12,401.81 | | 12,401.81 |
| | \$ 630,395.66 | \$ 665,326.50 | \$ 1,295,722.16 |
| Lennox and Addington: | | | |
| Highway 2 | \$ 21,975.25 | \$ 75,467.21 | \$ 97,442.46 |
| " 2A | 97.60 | | 97.60 |
| " 7 | 1,432.95 | 21,338.33 | 22,771.28 |
| " 33 | 3,761.98 | 86,090.27 | 89,852.25 |
| " 41 | 73,494.14 | 159,366.91 | 232,861.05 |
| Sidewalks: | | | |
| Centreville | 35.38 | | 35.38 |
| Connecting Link: | | | |
| Town of Deseronto | | 196.73 | 196.73 |
| Development Roads: | | | |
| Tamworth-Arden-Harlowe | 10,496.08 | | 10,496.08 |
| Centreville-Mud Lake | 6,991.83 | | 6,991.83 |
| Napanee-Marysville | 131,439.41 | | 131,439.41 |
| County Road No. 10, Camden Twp. | 19,964.89 | | 19,964.89 |
| Amherst Island | 15,444.66 | | 15,444.66 |
| Bellrock-Enterprise | 26,803.58 | | 26,803.58 |
| | \$ 311,937.75 | \$ 342,459.45 | \$ 654,397.20 |

| COUNTY | Construction | Maintenance | Total |
|--|-----------------|-----------------|-----------------|
| Lincoln: | | | |
| Highway 8..... | \$ 5.50 | \$ 56,556.22 | \$ 56,561.72 |
| " 8A..... | | 8,390.46 | 8,390.46 |
| " 20..... | 382.90 | 132,836.83 | 133,219.73 |
| " 57..... | 222.40 | 50,104.32 | 50,326.72 |
| " 58..... | | 3,172.20 | 3,172.20 |
| Queen Elizabeth Way..... | 103,829.96 | 127,774.96 | 231,604.92 |
| Sidewalks: | | | |
| Louth Township..... | 561.48 | | 561.48 |
| Connecting Link: | | | |
| Town of Grimsby..... | 17,984.56 | 214.45 | 18,199.01 |
| | \$ 122,986.80 | \$ 379,049.44 | \$ 502,036.24 |
| Middlesex: | | | |
| Highway 2..... | \$ 68,184.88 | \$ 850,025.11 | \$ 918,209.99 |
| " 4..... | 28.27 | 104,026.67 | 104,054.94 |
| " 7..... | 215,165.47 | 50,096.26 | 265,261.73 |
| " 22..... | 304,504.74 | 38,829.50 | 343,334.24 |
| " 23..... | 3,060.72 | 19,613.25 | 22,673.97 |
| " 73..... | 146,295.22 | 8,441.75 | 154,736.97 |
| " 74..... | | 9,410.45 | 9,410.45 |
| " 80..... | 66.05 | 32,938.36 | 33,004.41 |
| " 81..... | 65,715.11 | 65,963.66 | 131,678.77 |
| Toronto-Windsor Controlled Access Hwy. . . | 150.81 | | 150.81 |
| Miscellaneous Surveys..... | 110.21 | | 110.21 |
| Sidewalks: | | | |
| East of London..... | 196.75 | | 196.75 |
| Thorndale..... | 634.20 | | 634.20 |
| | \$ 804,112.43 | \$ 1,179,345.01 | \$ 1,983,457.44 |
| Norfolk: | | | |
| Highway 3..... | \$ 565,632.66 | \$ 46,809.24 | \$ 612,441.90 |
| " 6..... | | 23,022.06 | 23,022.06 |
| " 19..... | | 4,037.66 | 4,037.66 |
| " 24..... | 1,495.72 | 34,831.73 | 36,327.45 |
| " 59..... | | 3,835.69 | 3,835.69 |
| Connecting Link: | | | |
| Town of Simcoe..... | | 201.88 | 201.88 |
| | \$ 567,128.38 | \$ 112,738.26 | \$ 679,866.64 |
| Northumberland and Durham: | | | |
| Highway 2..... | \$ 45,611.15 | \$ 139,773.81 | \$ 185,384.96 |
| " 2A..... | 522,524.57 | | 522,524.57 |
| " 7A..... | 145,387.60 | 35,978.24 | 181,365.84 |
| " 28..... | 11,558.75 | 296,870.52 | 308,429.27 |
| " 30..... | 233,587.67 | 32,097.35 | 265,685.02 |
| " 33..... | | 6,041.29 | 6,041.29 |
| " 35..... | 759.91 | 102,484.33 | 103,244.24 |
| " 45..... | 9,307.72 | 59,060.79 | 68,368.51 |
| Welcome-Dale Cut-Off..... | 5,032.25 | 114,478.79 | 119,511.04 |
| Miscellaneous Surveys..... | 31.02 | | 31.02 |
| Sidewalks: | | | |
| Warkworth..... | 238.55 | | 238.55 |
| Connecting Links: | | | |
| Town of Bowmanville..... | 3,730.08 | | 3,730.08 |
| Village of Brighton..... | | 362.94 | 362.94 |
| Town of Campbellford..... | | 466.98 | 466.98 |
| Village of Colborne..... | | 57.03 | 57.03 |
| Village of Hastings..... | | 172.84 | 172.84 |
| Village of Newcastle..... | | 40.75 | 40.75 |
| Town of Port Hope..... | | 2,764.34 | 2,764.34 |
| Development Roads: | | | |
| Road to Presqu'ile Park..... | 24,728.26 | | 24,728.26 |
| | \$ 1,002,497.53 | \$ 790,650.00 | \$ 1,793,147.53 |

| COUNTY | Construction | Maintenance | Total |
|----------------------------|---------------|---------------|-----------------|
| Ontario: | | | |
| Highway 2..... | \$ 425.60 | \$ 60,553.65 | \$ 60,979.25 |
| " 2A..... | 217,758.01 | 100,907.40 | 318,665.41 |
| " 7..... | 62,506.86 | 33,621.72 | 96,128.58 |
| " 7A..... | 5,378.93 | 5,600.88 | 10,979.81 |
| " 12..... | 4,807.03 | 135,448.09 | 140,255.12 |
| " 47..... | 68,453.80 | 34,539.93 | 102,993.73 |
| " 48..... | 26.66 | 11,796.60 | 11,823.26 |
| " 69..... | 3,855.51 | 67,619.91 | 71,475.42 |
| Sidewalks: | | | |
| Whitby Township..... | 385.93 | ..... | 385.93 |
| Brechtin..... | 5,258.40 | ..... | 5,258.40 |
| Brooklin..... | 112.67 | ..... | 112.67 |
| Connecting Links: | | | |
| Village of Beaverton..... | ..... | 2,267.61 | 2,267.61 |
| Village of Port Perry..... | ..... | 342.61 | 342.61 |
| Village of Uxbridge..... | ..... | 74.60 | 74.60 |
| Development Roads: | | | |
| Uxbridge to Udora..... | 25,839.36 | ..... | 25,839.36 |
| Rama-Dalton..... | 13,298.10 | ..... | 13,298.10 |
| | \$ 408,106.86 | \$ 452,773.00 | \$ 860,879.86 |
| Oxford: | | | |
| Highway 2..... | \$ 27,649.66 | \$ 251,019.94 | \$ 278,669.60 |
| " 3..... | 140.23 | 3,188.28 | 3,328.51 |
| " 19..... | 3,620.34 | 49,003.48 | 52,623.82 |
| " 53..... | 2,169.22 | 7,192.26 | 9,361.48 |
| " 59..... | 13.66 | 125,323.97 | 125,337.63 |
| " 97..... | 33,666.02 | 62,539.88 | 96,205.90 |
| " 100..... | 589.99 | 44,329.43 | 44,919.42 |
| Connecting Link: | | | |
| Village of Tavistock..... | ..... | 162.54 | 162.54 |
| | \$ 67,849.12 | \$ 542,759.78 | \$ 610,608.90 |
| Peel: | | | |
| Highway 2..... | \$ 6,597.15 | \$ 33,058.56 | \$ 39,655.71 |
| " 5..... | 404,785.54 | 33,262.36 | 438,047.90 |
| " 7..... | 1,771.98 | 35,314.81 | 37,086.79 |
| " 9..... | 3,439.62 | 27,713.52 | 31,153.14 |
| " 10..... | 24,278.51 | 191,469.47 | 215,747.98 |
| " 24..... | 709.83 | 26,835.29 | 27,545.12 |
| " 50..... | 341.71 | 84,970.45 | 85,312.16 |
| " 51..... | ..... | 6,777.27 | 6,777.27 |
| Queen Elizabeth Way..... | 116,840.63 | 55,687.49 | 172,528.12 |
| Miscellaneous Surveys..... | 325.09 | ..... | 325.09 |
| Connecting Link: | | | |
| Town of Port Credit..... | ..... | 1,095.04 | 1,095.04 |
| | \$ 559,090.06 | \$ 496,184.26 | \$ 1,055,274.32 |
| Perth: | | | |
| Highway 7..... | \$ 468.95 | \$ 53,841.48 | \$ 54,310.43 |
| " 8..... | 5,068.77 | 40,147.51 | 45,216.28 |
| " 19..... | 90,766.66 | 66,780.24 | 157,546.90 |
| " 23..... | 99,411.43 | 107,856.41 | 207,267.84 |
| " 83..... | 960.05 | 8,285.70 | 9,245.75 |
| " 86..... | 97,937.12 | 49,904.80 | 147,841.92 |
| " 100..... | 24.15 | 5,268.77 | 5,268.77 |
| Miscellaneous Surveys..... | 24.15 | ..... | 24.15 |
| Sidewalks: | | | |
| Sebringville..... | 135.00 | ..... | 135.00 |
| Connecting Links: | | | |
| Town of Listowel..... | ..... | 544.41 | 544.41 |
| Town of Mitchell..... | ..... | 345.00 | 345.00 |
| Town of Palmerston..... | ..... | 184.32 | 184.32 |
| | \$ 294,772.13 | \$ 333,158.64 | \$ 627,930.77 |

| COUNTY | Construction | Maintenance | Total |
|--|---------------|-----------------|-----------------|
| Peterborough: | | | |
| Highway 7..... | \$ 85,640.80 | \$ 105,314.65 | \$ 190,955.45 |
| 7A..... | | 835.79 | 835.79 |
| 28..... | 332,366.82 | 121,065.24 | 453,432.06 |
| 30..... | 75,897.21 | 3,375.78 | 79,272.99 |
| 36..... | 130,185.98 | 36,662.70 | 166,848.68 |
| 45..... | 274.04 | 13,251.55 | 13,525.59 |
| Connecting Links: | | | |
| Village of Lakefield..... | | 520.63 | 520.63 |
| Bobcaygeon-Kinmount-Minden..... | 300.78 | 9,691.95 | 9,992.73 |
| Gooderham-Rockcroft-Highway No. 36.. | | 8,338.17 | 8,338.17 |
| Apsley-Chandos Lake Loop..... | 3,974.10 | 31,081.00 | 35,055.10 |
| Havelock-Lasswade..... | 15,313.36 | | 15,313.36 |
| Chandos-Glenalda..... | 4,653.65 | | 4,653.65 |
| Clear Lake Road..... | 16,177.22 | | 16,177.22 |
| Church Line Road..... | 6,728.75 | | 6,728.75 |
| O'Reilly Point Road..... | 3,432.12 | | 3,432.12 |
| | \$ 674,944.83 | \$ 330,137.46 | \$ 1,005,082.29 |
| Prescott and Russell: | | | |
| Highway 17..... | \$ 881,959.00 | \$ 123,716.00 | \$ 1,005,675.00 |
| 34..... | | 14,741.90 | 14,741.90 |
| Connecting Link: | | | |
| Village of Rockland..... | | 595.40 | 595.40 |
| | \$ 881,959.00 | \$ 139,053.30 | \$ 1,021,012.30 |
| Prince Edward: | | | |
| Highway 14..... | \$ 3.60 | \$ 15,424.20 | \$ 15,427.80 |
| 33..... | 54,854.94 | 35,363.80 | 90,218.74 |
| 41..... | 1,188.23 | 9,307.99 | 10,496.22 |
| Miscellaneous Surveys..... | 130.23 | | 130.23 |
| Connecting Link: | | | |
| Town of Picton..... | 11,507.79 | 561.55 | 12,069.34 |
| Development Roads: | | | |
| Highway No. 33 to Lake-on-the-Mountain | 17,116.95 | | 17,116.95 |
| | \$ 84,801.74 | \$ 60,657.54 | \$ 145,459.28 |
| Renfrew: | | | |
| Highway 17..... | \$ 140,329.30 | \$ 602,614.60 | \$ 742,943.90 |
| 29..... | | 1,245.48 | 1,245.48 |
| 41..... | 22,298.93 | 64,824.88 | 87,123.81 |
| 60..... | 30,793.72 | 77,258.09 | 108,051.81 |
| 62..... | 44,685.98 | 80,583.52 | 125,269.50 |
| Miscellaneous Surveys..... | 176.06 | | 176.06 |
| Connecting Links: | | | |
| Town of Arnprior..... | | 21.00 | 21.00 |
| Town of Pembroke..... | 554.79 | | 554.79 |
| Town of Renfrew..... | 9,777.81 | 4,102.61 | 13,880.42 |
| Development Roads: | | | |
| Burnstown-Calabogie-Black Donald..... | 749.41 | 57,132.87 | 57,882.28 |
| Calabogie-White-Lanark..... | | 14,991.08 | 14,991.08 |
| Dacre-Hyndford..... | | 18,519.53 | 18,519.53 |
| Eganville-Lake Clear-Cormac..... | | 33,268.27 | 33,268.27 |
| Brudenell-Killaloe-Round Lake..... | 2,349.97 | 36,313.67 | 38,663.64 |
| Combermere-Quadeville..... | | 28,587.16 | 28,587.16 |
| Combermere-New Carlaw..... | | 5,262.66 | 5,262.66 |
| Eganville-Pembroke..... | 36,600.13 | | 36,600.13 |
| Eganville-Northcote-Douglas..... | 79,763.01 | | 79,763.01 |
| Sand Point-Castleford..... | 17,602.70 | | 17,602.70 |
| Dacre-Shamrock-Renfrew..... | 11,495.54 | 4,448.06 | 15,943.60 |
| Opeongo Road-Sebastopol Township..... | 4,946.50 | | 4,946.50 |
| Combermere-Rockingham..... | 2,998.15 | | 2,998.15 |
| Cormac-Rochefort..... | 5,054.73 | | 5,054.73 |
| Wolfe Road Hill..... | 1,996.00 | | 1,996.00 |
| Opeongo Road-Grattan Township..... | 2,152.30 | | 2,152.30 |
| Hardwood-Snake River..... | 1,679.54 | | 1,679.54 |
| | \$ 416,004.57 | \$ 1,029,173.48 | \$ 1,445,178.05 |

| COUNTY | | Construction | Maintenance | Total |
|--|--|-----------------|-----------------|-----------------|
| Simcoe: | | | | |
| Highway 9 | | \$ 3,485.81 | \$ 21,234.04 | \$ 24,719.85 |
| " 11 | | 27,277.68 | 153,749.29 | 181,026.97 |
| " 12 | | 39,794.00 | 70,500.72 | 110,294.72 |
| " 24 | | 9,631.56 | 37,832.12 | 47,463.68 |
| " 26 | | 20,314.12 | 92,919.51 | 113,233.63 |
| " 27 | | 583,801.51 | 127,694.16 | 711,495.67 |
| " 88 | | 708.11 | 9,052.07 | 9,760.18 |
| " 89 | | 689.58 | 29,581.21 | 30,270.79 |
| " 90 | | 1,075.19 | 21,734.15 | 22,809.34 |
| " 91 | | | 14,310.71 | 14,310.71 |
| " 92 | | 11.21 | 20,277.99 | 20,289.20 |
| " 93 | | 2,179.61 | 37,675.28 | 39,854.89 |
| " 103 | | 4,104.42 | 14,783.24 | 18,887.66 |
| Toronto Barrie Controlled Access Hwy. | | 1,988,416.01 | 32,530.12 | 2,020,946.13 |
| Barrie By-Pass | | 685,503.78 | | 685,503.78 |
| Miscellaneous Surveys | | 586.56 | | 586.56 |
| Sidewalk: | | | | |
| Perkinsfield | | 514.44 | | 514.44 |
| Connecting Links: | | | | |
| Town of Alliston | | | 326.49 | 326.49 |
| Town of Barrie | | | 6,392.96 | 6,392.96 |
| Village of Coldwater | | | 1,030.50 | 1,030.50 |
| Town of Orillia | | | 2,442.89 | 2,442.89 |
| Village of Port McNicoll | | | 912.90 | 912.90 |
| Village of Victoria Harbour | | | 1,301.15 | 1,301.15 |
| Development Roads: | | | | |
| Severn Falls-Big Chute Road | | | 149.13 | 149.13 |
| Thunder Bay Road | | 5,672.56 | | 5,672.56 |
| Sunnidale Road Hill | | 7,347.10 | | 7,347.10 |
| Bradford South to Drainage Canal | | 8,552.80 | | 8,552.80 |
| | | \$ 3,389,666.05 | \$ 696,430.63 | \$ 4,086,096.68 |
| Stormont, Dundas and Glengarry: | | | | |
| Highway 2 | | \$ 7,398.45 | \$ 861,061.56 | \$ 868,460.01 |
| " 2A | | 3,665.23 | | 3,665.23 |
| " 31 | | 7,408.43 | 166,233.04 | 173,641.47 |
| " 34 | | 48,277.62 | 47,095.40 | 95,373.02 |
| " 43 | | 411,513.54 | 82,137.11 | 493,650.65 |
| Connecting Links: | | | | |
| Town of Alexandria | | | 1,369.07 | 1,369.07 |
| Town of Aultsville | | 429.00 | | 429.00 |
| Village of Iroquois | | | 633.58 | 633.58 |
| Village of Winchester | | | 245.60 | 245.60 |
| Village of Williamsburg | | 2,025.66 | | 2,025.66 |
| Development Roads: | | | | |
| Winchester-Rose Haven | | 31,629.70 | | 31,629.70 |
| Alexandria-Glen Robertson | | 34,503.12 | | 34,503.12 |
| Hainville Road | | 12,669.83 | | 12,669.83 |
| Newington-Finch | | 29,542.27 | | 29,542.27 |
| | | \$ 589,062.85 | \$ 1,158,775.36 | \$ 1,747,838.21 |
| Victoria: | | | | |
| Highway 7 | | \$ 71,309.16 | \$ 46,219.28 | \$ 117,528.44 |
| " 35 | | 43,515.63 | 60,494.93 | 104,010.56 |
| " 36 | | 15,147.77 | 22,816.34 | 37,964.11 |
| " 46 | | 190,011.66 | 74,829.84 | 264,841.50 |
| Miscellaneous Surveys | | 62.34 | | 62.34 |
| Connecting Links: | | | | |
| Town of Lindsay | | 57,379.24 | 3,296.02 | 60,675.26 |
| Village of Onemee | | | 583.00 | 583.00 |
| Development Roads: | | | | |
| Kirkfield-Kinmount-Bancroft | | 32,621.62 | 50,616.42 | 83,238.04 |
| Uphill southerly to Highway 46 | | 3,624.62 | 7,070.16 | 10,694.78 |
| Union Creek-Fell Station | | | 5,057.07 | 5,057.07 |
| Bobcaygeon-Kinmount-Minden | | 65,599.60 | 26,046.27 | 91,645.87 |

| COUNTY | Construction | Maintenance | Total |
|--------------------------------------|---------------|---------------|-----------------|
| Victoria: (continued) | | | |
| Gooderham-Rockcroft-Highway 36 | \$ | \$ 16,047.73 | \$ 16,047.73 |
| Rama-Dalton | 2,919.09 | ..... | 2,919.09 |
| Head Lake Road | 4,434.30 | ..... | 4,434.30 |
| | \$ 486,625.03 | \$ 313,077.06 | \$ 799,702.09 |
| Waterloo: | | | |
| Highway 7 | \$ 7,546.09 | \$ 45,090.02 | \$ 52,636.11 |
| " 8 | 6,402.02 | 47,463.37 | 53,865.39 |
| " 24 | 782.04 | 15,973.55 | 16,755.59 |
| " 24A ..... | ..... | 8,827.51 | 8,827.51 |
| " 85 | 259,533.95 | 19,970.72 | 279,504.67 |
| " 86 | 5,939.45 | 46,979.85 | 52,919.30 |
| " 97 | 280.53 | 16,875.51 | 17,156.04 |
| Miscellaneous Surveys | 125.26 | ..... | 125.26 |
| | \$ 280,609.34 | \$ 201,180.53 | \$ 481,789.87 |
| Welland: | | | |
| Highway 3 | \$ 14,913.25 | \$ 72,935.23 | \$ 87,848.48 |
| " 3A ..... | ..... | 31,038.34 | 31,038.34 |
| " 3C ..... | ..... | 13,772.97 | 13,772.97 |
| " 8 | 317.68 | 12,123.78 | 12,441.46 |
| " 20 | 1,480.48 | 31,010.09 | 32,490.57 |
| " 57 ..... | ..... | 104,543.72 | 104,543.72 |
| " 58 | 23,798.21 | 140,412.58 | 164,210.79 |
| Queen Elizabeth Way | 76,831.73 | 137,729.89 | 214,561.62 |
| | \$ 117,341.35 | \$ 543,566.60 | \$ 660,907.95 |
| Wellington: | | | |
| Highway 6 | \$ 331,080.21 | \$ 101,344.26 | \$ 432,424.47 |
| " 7 | 1,494.48 | 33,745.04 | 35,239.52 |
| " 9 | 17,800.67 | 100,311.08 | 118,111.75 |
| " 23 ..... | ..... | 6,668.25 | 6,668.25 |
| " 24 | 183,796.51 | 62,954.32 | 246,750.83 |
| " 86 | 5,727.20 | 47,720.90 | 53,448.10 |
| " 87 | 91,594.72 | 10,301.21 | 101,895.93 |
| Miscellaneous Surveys | 40.48 | ..... | 40.48 |
| Connecting Links: | | | |
| Town of Arthur ..... | ..... | 510.81 | 510.81 |
| Village of Fergus ..... | ..... | 297.97 | 297.97 |
| Town of Harriston ..... | ..... | 61.34 | 61.34 |
| Town of Mount Forest ..... | ..... | 1,504.96 | 1,504.96 |
| | \$ 631,534.27 | \$ 365,420.14 | \$ 996,954.41 |
| Wentworth: | | | |
| Highway 2 | \$ 350,980.14 | \$ 93,706.37 | \$ 444,686.51 |
| " 5 | 7,012.24 | 407,738.08 | 414,750.32 |
| " 6 | 24,666.98 | 124,212.13 | 148,879.11 |
| " 8 | 1,257.79 | 83,894.37 | 85,152.16 |
| " 20 | 19.82 | 32,640.98 | 32,660.80 |
| " 52 ..... | ..... | 25,755.65 | 25,755.65 |
| " 53 | 3,140.89 | 39,594.11 | 42,735.00 |
| " 55 | 67.87 | 6,522.31 | 6,590.18 |
| " 56 | 6,942.44 | 12,135.91 | 19,078.35 |
| " 97 | 1,593.31 | 19,933.90 | 21,527.21 |
| " 99 | 12,684.78 | 22,159.96 | 34,844.74 |
| " 102 | 5.76 | 7,381.68 | 7,387.44 |
| Queen Elizabeth Way | 6,412.93 | 39,516.82 | 45,929.75 |
| Miscellaneous Surveys | 5.72 | ..... | 5.72 |
| Sidewalks: | | | |
| Dumfries South Township | 1,066.04 | ..... | 1,066.04 |
| Connecting Link: | | | |
| Town of Dundas ..... | ..... | 843.20 | 843.20 |
| | \$ 415,856.71 | \$ 916,035.47 | \$ 1,331,892.18 |

| COUNTY | Construction | Maintenance | Total |
|---|-----------------|-----------------|-----------------|
| York: | | | |
| Highway 2..... | \$ 5,888.84 | 19,813.18 | \$ 25,702.02 |
| " 2A..... | 31,229.03 | 68,667.45 | 99,896.48 |
| " 5..... | 29,502.76 | 30,634.19 | 60,136.95 |
| " 5A..... | 9,108.06 | 10,088.99 | 19,197.05 |
| " 7..... | 19,443.25 | 647,877.99 | 667,321.24 |
| " 9..... | 50.02 | 6,396.12 | 6,446.14 |
| " 11..... | 97,193.66 | 183,706.75 | 280,900.41 |
| " 11A..... | ..... | 65.70 | 65.70 |
| " 27..... | 94,070.64 | 126,452.22 | 220,522.86 |
| " 47..... | 45,544.50 | 9,512.29 | 55,056.79 |
| " 49..... | 3,210.53 | 54,062.20 | 57,272.73 |
| " 50..... | 162.72 | 5,508.55 | 5,671.27 |
| Queen Elizabeth Way..... | 6,706.81 | 29,454.89 | 36,161.70 |
| Toronto-Barrie Controlled Access Hwy..... | 3,273,629.85 | 35,717.47 | 3,309,347.32 |
| Old Queen Street..... | 9,910.60 | 11,602.94 | 21,513.54 |
| Toronto By-Pass-North York Township..... | 1,806,282.85 | ..... | 1,806,282.85 |
| Miscellaneous Surveys..... | 2,073.51 | ..... | 2,073.51 |
| Sidewalks: | | | |
| Scarborough Township..... | 4,726.76 | ..... | 4,726.76 |
| Nobleton..... | 565.03 | ..... | 565.03 |
| Connecting Links: | | | |
| Village of Long Branch..... | ..... | 1,329.93 | 1,329.93 |
| Town of Mimico..... | ..... | 2,973.98 | 2,973.98 |
| Town of New Toronto..... | ..... | 4,285.56 | 4,285.56 |
| | \$ 5,439,299.42 | \$ 1,248,150.40 | \$ 6,687,449.82 |

| DISTRICT | Construction | Maintenance | Total |
|--|---------------|---------------|---------------|
| Algoma-Manitowlin: | | | |
| Highway 17..... | \$ 531,496.98 | \$ 297,485.29 | \$ 828,982.27 |
| " 68..... | ..... | 67,038.47 | 67,038.47 |
| Ferries..... | 93,038.22 | 37,000.00 | 130,038.22 |
| Miscellaneous Surveys..... | 586.57 | ..... | 586.57 |
| Development Roads: | | | |
| Blind River-Lake Matinenda-Lake Duborne..... | ..... | 9,578.94 | 9,578.94 |
| Thessalon-Chapleau..... | 518,010.03 | 130,445.08 | 648,455.11 |
| Iron Bridge-White River Road..... | 9,721.00 | 35,354.03 | 45,075.03 |
| White River Road-Chapleau Road..... | ..... | 18,799.88 | 18,799.88 |
| Bruce Mines-Dunn Valley Road..... | 6,804.00 | 19,286.93 | 26,090.93 |
| St. Joseph's Island Road..... | 45,747.20 | 32,918.10 | 78,665.30 |
| Soo-Gros Cap-Pointe Aux Pins..... | 326.40 | 19,108.73 | 19,435.13 |
| Wabos-Searchmont-Highway No. 17..... | 831.31 | 21,256.00 | 22,087.31 |
| Goulais River Road..... | 1,523.53 | 4,168.24 | 5,691.77 |
| Batchawana-Highway No. 17..... | ..... | 2,651.68 | 2,651.68 |
| Hawk Lake Road..... | 10,453.35 | ..... | 10,453.35 |
| Sylvan Valley Road..... | 95.36 | ..... | 95.36 |
| Little Current-Manitowaning-South Baymouth..... | 4,514.07 | 109,577.49 | 114,091.56 |
| Jct. Little Current-South Baymouth Road-Tehkummah-West Bay and Mindemoya to jct. with Providence Bay-Gore Bay Road..... | 290.36 | 79,983.93 | 80,274.29 |
| Providence Bay-Gore Bay..... | 1,063.55 | 33,569.09 | 34,632.64 |
| Little Current-Gore Bay-Barrie Island and Meldrum Bay..... | 237,655.53 | 181,602.24 | 419,257.77 |
| Providence Bay-Tehkummah..... | 17,734.43 | ..... | 17,734.43 |

| DISTRICT | Construction | Maintenance | Total |
|---|----------------|----------------|----------------|
| Algoma-Manitoulin: (continued) | | | |
| Unincorporated Township Roads: | | | |
| Aberdeen | \$ 3,109.26 | \$ 2,653.60 | \$ 5,762.86 |
| Awere | | 406.45 | 406.45 |
| Bright | | 1,476.87 | 1,476.87 |
| Campbell | | 4,308.19 | 4,308.19 |
| Cobden | | 1,469.97 | 1,469.97 |
| Dawson | | 878.36 | 878.36 |
| Deroche | 315.87 | 78.00 | 393.87 |
| Fenwick | | 2,937.04 | 2,937.04 |
| Galbraith | | 4,609.75 | 4,609.75 |
| Garden River Indian Reserve | | 1,713.40 | 1,713.40 |
| Gaudette | | 1,462.89 | 1,462.89 |
| Goulais Mission Indian Reserve | | 1,383.39 | 1,383.39 |
| Hodgins | | 294.18 | 294.18 |
| Houghton | | 3.25 | 3.25 |
| Kars | | 62.50 | 62.50 |
| Kirkwood | | 18.89 | 18.89 |
| Lewis | | 38.40 | 38.40 |
| Mills | | 985.23 | 985.23 |
| Mississagi Indian Reserve | | 244.45 | 244.45 |
| McMahon | | 28.10 | 28.10 |
| Parkinson | | 140.58 | 140.58 |
| Patton | | 692.52 | 692.52 |
| Pennefather | | 4,580.50 | 4,580.50 |
| Plummer | | 2,389.72 | 2,389.72 |
| Ranger Lake Area | 7,550.07 | 3,948.57 | 11,498.64 |
| Robinson | | 3,562.60 | 3,562.60 |
| Rose Township | | 1,129.25 | 1,129.25 |
| Serpent River Indian Reserve | | 2,524.83 | 2,524.83 |
| Shaw Road | | 1,381.61 | 1,381.61 |
| Shedden | | 1,287.12 | 1,287.12 |
| Shesheganing Indian Reserve | | 289.04 | 289.04 |
| Striker | | 475.01 | 475.01 |
| Thessalon Indian Reserve | | 255.40 | 255.40 |
| Township 3E | | 1,030.66 | 1,030.66 |
| Vankoughnet | | 1,350.19 | 1,350.19 |
| Victoria | 1,838.86 | 3,666.16 | 5,505.02 |
| Wells | 3,866.27 | 136.95 | 4,003.22 |
| Gladstone | | 1,583.32 | 1,583.32 |
| McKinnon | | 73.80 | 73.80 |
| Township 202 | | 160.00 | 160.00 |
| | \$1,496,572.22 | \$1,155,534.86 | \$2,652,107.08 |
| Cochrane: | | | |
| Highway 11 | \$1,363,933.74 | \$ 830,828.98 | \$2,194,762.72 |
| " 67 | 1,225.80 | 126,103.26 | 127,329.06 |
| " 101 | 336,331.68 | 73,164.78 | 409,496.46 |
| Ferries | 17,244.24 | | 17,244.24 |
| Miscellaneous Surveys | 7.50 | | 7.50 |
| Sidewalk: | | | |
| Porquis Junction | 1,466.73 | | 1,466.73 |
| Development Roads: | | | |
| Ramore-Holtre Mine | | 12,461.56 | 12,461.56 |
| Matheson-Devon Mine | 10,464.81 | 63.93 | 10,528.74 |
| Shillington-Iroquois Falls | 4,691.25 | 17,590.58 | 22,281.83 |
| Barber's Bay southerly to Highway 101 | | 24,381.90 | 24,381.90 |
| Night Hawk Road | 7.11 | | 7.11 |
| Cooke's Lake south westerly | 9,381.73 | 4,513.19 | 13,894.92 |
| Timmins-Naybob Creek | | 1,920.41 | 1,920.41 |
| Timmins Back Road and Spurs | | 6,497.62 | 6,497.62 |
| Timmins-Waterhen Creek | 2,085.35 | 36,315.78 | 38,401.13 |
| Iroquois Falls-Nellie Lake | 2,263.67 | 4,638.80 | 6,902.47 |
| Cochrane-Norembea | 1,547.52 | 36,276.48 | 37,824.00 |
| Cochrane-Gardner | 829.59 | 31,064.61 | 31,894.20 |
| Moonbeam-Remi Lake | 20,551.57 | 1,544.55 | 22,096.12 |
| Val Cote southerly | | 2,681.48 | 2,681.48 |

| DISTRICT | Construction | Maintenance | Total |
|------------------------------------|-----------------|-----------------|-----------------|
| Cochrane: (continued) | | | |
| Lac St. Therese-Hearst-Mead..... | \$ 13,821.56 | \$ 29,976.14 | \$ 43,797.70 |
| Fauquier Township Road..... | 3,072.69 | ..... | 3,072.69 |
| Nellie Lake Road..... | 6,616.09 | ..... | 6,616.09 |
| Unincorporated Township Roads: | | | |
| Evelyn..... | ..... | 3,670.28 | 3,670.28 |
| German..... | ..... | 2,836.17 | 2,836.17 |
| Macklem..... | ..... | 374.91 | 374.91 |
| Matheson..... | ..... | 4,617.57 | 4,617.57 |
| McCann..... | ..... | 565.18 | 565.18 |
| Ogden..... | ..... | 314.45 | 314.45 |
| Robb..... | ..... | 2,430.60 | 2,430.60 |
| Shaw..... | ..... | 4,261.49 | 4,261.49 |
| Sheraton..... | ..... | 374.91 | 374.91 |
| Thomas..... | ..... | 374.91 | 374.91 |
| Timmins..... | ..... | 374.91 | 374.91 |
| Barker..... | ..... | 130.77 | 130.77 |
| Brower..... | 2,506.03 | 2,410.33 | 4,916.36 |
| Calder..... | 2,900.00 | 3,966.05 | 6,866.05 |
| Casgrain..... | ..... | 3,082.73 | 3,082.73 |
| Clute..... | ..... | 3,806.71 | 3,806.71 |
| Devitt..... | ..... | 5,131.59 | 5,131.59 |
| Eilber..... | ..... | 3,201.60 | 3,201.60 |
| Fournier..... | 2,504.00 | 2,645.94 | 5,149.94 |
| Fox..... | ..... | 3,167.30 | 3,167.30 |
| Hanlan..... | 5,138.12 | 5,184.99 | 10,323.11 |
| Idington..... | ..... | 2,638.10 | 2,638.10 |
| Kendall..... | 3,900.00 | 6,133.01 | 10,033.01 |
| Kendrey..... | ..... | 400.00 | 400.00 |
| Kennedy..... | 901.23 | 3,361.25 | 4,262.48 |
| Lamarche..... | ..... | 3,318.58 | 3,318.58 |
| Lowther..... | 639.96 | 3,670.02 | 4,309.98 |
| McCrea..... | ..... | 2,120.00 | 2,120.00 |
| Nansen..... | ..... | 2,244.68 | 2,244.68 |
| Newmarket..... | ..... | 3,049.20 | 3,049.20 |
| O'Brien..... | ..... | 5,648.67 | 5,648.67 |
| Owens..... | 10,469.92 | 4,713.41 | 15,183.33 |
| Pyne..... | 2,000.00 | 2,400.56 | 4,400.56 |
| Way..... | 814.23 | 7,633.00 | 8,447.23 |
| Williamson..... | ..... | 1,710.90 | 1,710.90 |
| | \$ 1,827,316.12 | \$ 1,341,988.82 | \$ 3,169,304.94 |
| Haliburton: | | | |
| Highway 28..... | \$ 1,885.22 | \$ 24,850.48 | \$ 26,735.70 |
| " 35..... | 6,179.12 | 104,641.44 | 110,820.56 |
| " 60..... | ..... | 5,841.44 | 5,841.44 |
| Miscellaneous Surveys..... | 395.98 | ..... | 395.98 |
| Development Roads: | | | |
| Kirkfield-Kinmount-Bancroft..... | 245,341.24 | 85,980.07 | 331,321.31 |
| Bobcaygeon-Kinmount-Minden..... | 2,163.60 | 8,900.14 | 11,063.74 |
| Minden-Haliburton-Wilberforce..... | 49,171.62 | 45,668.34 | 94,839.96 |
| Haliburton-Redstone..... | 497.36 | 29,341.96 | 29,839.32 |
| Dysart-Carnarvon..... | 19,719.98 | ..... | 19,719.98 |
| Snowden Road..... | 1,933.75 | ..... | 1,933.75 |
| Lake Kashog South Shore Road..... | 7,205.79 | ..... | 7,205.79 |
| Haliburton-Locklin..... | 10,629.78 | ..... | 10,629.78 |
| Ingoldsby Road..... | 8,156.13 | ..... | 8,156.13 |
| Fletcher Lake Road..... | 8,789.75 | ..... | 8,789.75 |
| | \$ 362,069.32 | \$ 305,223.87 | \$ 667,293.19 |
| Kenora: | | | |
| Highway 17..... | \$ 794,503.40 | \$ 390,934.62 | \$ 1,185,438.02 |
| " 70..... | 93,810.78 | 96,070.92 | 189,881.70 |
| " 72..... | 12,045.21 | 93,396.82 | 105,442.03 |
| " 105..... | 24,093.67 | 178,458.45 | 202,552.12 |
| Miscellaneous Surveys..... | 172.26 | ..... | 172.26 |

| DISTRICT | | Construction | Maintenance | Total |
|---------------------------------------|----|-----------------|---------------|-----------------|
| Kenora: (continued) | | | | |
| Development Roads: | | | | |
| Borups Corners-Dymont | \$ | | \$ 4,069.37 | \$ 4,069.37 |
| Dryden-Rice Lake Loop | | | 12,150.80 | 12,150.80 |
| Dryden-Richan | | 1,136.69 | 11,487.07 | 12,623.76 |
| Dryden-Eagle River | | | 19,417.53 | 19,417.53 |
| Eton-Rugby Road | | | 6,333.56 | 6,333.56 |
| Clay Lake-Quibell-Highway 105 | | 6,101.28 | 8,415.23 | 14,516.51 |
| Red Lake Airport Road | | 53,081.78 | 3,861.96 | 56,943.74 |
| Kenora-Redditt | | 10,637.80 | 17,840.72 | 28,478.52 |
| Kenora-Rabbit Lake-East Melick Road | | 32.06 | 25,286.52 | 25,318.58 |
| Keewatin-Pellatt-Highway 17 | | 9,996.26 | 27,316.49 | 37,312.75 |
| Essex-Beggs Connecting Road | | 3,760.96 | | 3,760.96 |
| Road south from Minnitaki | | 7,000.00 | | 7,000.00 |
| Unincorporated Township Roads: | | | | |
| Aubrey East | | | 776.07 | 776.07 |
| Boys | | | 850.00 | 850.00 |
| Britton | | | 2,153.60 | 2,153.60 |
| Drayton | | | 872.94 | 872.94 |
| Eton | | | 2,895.74 | 2,895.74 |
| Kirkup | | 350.00 | 1,568.08 | 1,918.08 |
| Melgund | | 3,133.22 | 1,735.57 | 4,868.79 |
| Mutrie | | 800.00 | 2,490.51 | 3,290.51 |
| Pellatt | | 19,710.38 | 4,479.58 | 24,189.96 |
| Redditt | | | 3,214.96 | 3,214.96 |
| Rowell | | 4,999.23 | 2,368.46 | 7,367.69 |
| Rugby | | 1,000.00 | 4,005.24 | 5,005.24 |
| Southworth | | 5,308.49 | 959.73 | 6,268.22 |
| North of Wauchope (unsurveyed) | | | 10.88 | 10.88 |
| South of Pellatt (unsurveyed) | | | 2,900.32 | 2,900.32 |
| Jordan | | | 8.69 | 8.69 |
| Redvers | | | 421.92 | 421.92 |
| Vermilion Additional | | | 1,530.01 | 1,530.01 |
| Wabigoon | | | 2,230.12 | 2,230.12 |
| Wainwright | | | 2,341.35 | 2,341.35 |
| Zealand | | | 4,151.40 | 4,151.40 |
| Pickerel | | | 25.94 | 25.94 |
| Eagle Lake Indian Reserve | | | 356.60 | 356.60 |
| Wabigoon Lake Indian Reserve | | | 1,477.35 | 1,477.35 |
| South of Melgund (unsurveyed) | | | 300.00 | 300.00 |
| Red Lake Area | | | 91.92 | 91.92 |
| | | \$ 1,051,673.47 | \$ 939,257.04 | \$ 1,990,930.51 |
| Muskoka: | | | | |
| Highway 11 | \$ | 662,169.38 | \$ 134,694.97 | \$ 796,864.35 |
| " 35 | | | 21,302.85 | 21,302.85 |
| " 60 | | 554.85 | 24,709.48 | 25,264.33 |
| " 69 | | 16,198.57 | 375,859.20 | 392,057.77 |
| Miscellaneous Surveys | | 2,490.35 | | 2,490.35 |
| Connecting Link: | | | | |
| Town of Huntsville | | | 100.30 | 100.30 |
| Development Roads: | | | | |
| Port Severn-Honey Harbour | | | 12,205.08 | 12,205.08 |
| Bracebridge-Dorset | | 132.89 | 37,883.37 | 38,016.26 |
| Huntsville-Baysville | | | 15,165.62 | 15,165.62 |
| Bracebridge-Port Carling-Glen Orchard | | | 29,668.59 | 29,668.59 |
| Falkenburg-Rosseau-Hayes Corners | | 37,494.26 | 92,667.28 | 130,161.54 |
| Utterson-Windermere | | 9,755.90 | 24,953.80 | 34,709.70 |
| Hillside-Interlaken | | | 12,914.55 | 12,914.55 |
| Gravenhurst-Muskoka Sanitorium Road | | | 1,094.92 | 1,094.92 |
| Lake of Bays Road | | 9,999.30 | | 9,999.30 |
| Skeleton Lake Road | | 10,000.00 | | 10,000.00 |
| Kashi Lake Road | | 1,500.00 | | 1,500.00 |
| Peninsula Road-Medora Township | | 10,001.45 | | 10,001.45 |
| Unincorporated Township Roads: | | | | |
| Baxter | | | 1,886.57 | 1,886.57 |
| Sinclair | | | 2,362.12 | 2,362.12 |
| | | \$ 760,296.95 | \$ 787,468.70 | \$ 1,547,765.65 |

| DISTRICT | Construction | Maintenance | Total |
|---|-----------------|---------------|-----------------|
| Nipissing: | | | |
| Highway 11..... | \$ 817,985.42 | \$ 134,549.23 | \$ 952,534.65 |
| " 17..... | 43,219.61 | 171,181.20 | 214,400.81 |
| " 60..... | 45,348.86 | 101,756.36 | 147,105.22 |
| " 63..... | 168,959.93 | 83,482.03 | 252,441.96 |
| " 64..... | 17,433.48 | 92,403.93 | 109,837.41 |
| " 94..... | 60.90 | 14,514.63 | 14,575.53 |
| Miscellaneous Surveys..... | 1,624.63 | ..... | 1,624.63 |
| Development Roads: | | | |
| Maynooth-Whitney..... | ..... | 30,708.43 | 30,708.43 |
| Madawaska-Cross Lake..... | ..... | 9,091.91 | 9,091.91 |
| Mattawa-La Cave..... | ..... | 7,127.28 | 7,127.28 |
| La Cave Road-Harrington..... | ..... | 6,212.56 | 6,212.56 |
| Bonfield to Highway 17..... | ..... | 4,623.78 | 4,623.78 |
| North Bay Airport Road..... | 2,870.08 | 4,059.54 | 6,929.62 |
| Verner-Noelville..... | 68,356.50 | 53,706.31 | 122,062.81 |
| Warren-River Valley-Field..... | 21,958.06 | 31,539.41 | 53,497.47 |
| Powassan-Chiswick..... | 4,305.80 | ..... | 4,305.80 |
| Eau Claire-Kiosk..... | 4,409.80 | ..... | 4,409.80 |
| Highway 11-Astorville..... | 5,364.73 | ..... | 5,364.73 |
| Unincorporated Township Roads: | | | |
| Airy..... | ..... | 290.45 | 290.45 |
| Dickens..... | ..... | 750.00 | 750.00 |
| Murchison..... | ..... | 534.74 | 534.74 |
| Badgerow..... | ..... | 2,775.67 | 2,775.67 |
| Bastedo..... | ..... | 213.75 | 213.75 |
| Crerar..... | ..... | 3,150.51 | 3,150.51 |
| Falconer..... | ..... | 2,104.88 | 2,104.88 |
| Gibbons..... | ..... | 1,392.47 | 1,392.47 |
| Grant..... | ..... | 508.08 | 508.08 |
| Hugel..... | 1,418.95 | 3,273.39 | 4,692.34 |
| Kirkpatrick..... | ..... | 4,440.03 | 4,440.03 |
| Lauder..... | ..... | 1,379.80 | 1,379.80 |
| MacPherson..... | ..... | 4,529.74 | 4,529.74 |
| Pedley..... | ..... | 33.13 | 33.13 |
| Phelps..... | 2,490.03 | 5,416.83 | 7,906.86 |
| Poitras..... | ..... | 99.24 | 99.24 |
| Wyse..... | ..... | 1,003.41 | 1,003.41 |
| Glen Afton Road..... | 1,996.76 | 198.00 | 2,194.76 |
| Lorrain Township..... | ..... | 74.97 | 74.97 |
| Strathy..... | ..... | 89.70 | 89.70 |
| | \$ 1,207,803.54 | \$ 777,215.39 | \$ 1,985,018.93 |
| Parry Sound: | | | |
| Highway 11..... | \$ 33,123.84 | \$ 273,449.55 | \$ 306,573.39 |
| " 69..... | 1,038,252.33 | 162,400.24 | 1,200,652.57 |
| " 94..... | ..... | 1,238.63 | 1,238.63 |
| Development Roads: | | | |
| Falkenburg-Rosseau-Hayes Corners..... | ..... | 40,846.17 | 40,846.17 |
| Emsdale-Parry Sound..... | 3,061.43 | 68,511.73 | 71,573.16 |
| Sundridge-Dunchurch-Parry Sound..... | 45,024.23 | 136,810.33 | 181,834.56 |
| Burks Falls-Magnetawan..... | ..... | 34,222.73 | 34,222.73 |
| Dunchurch-Ardbeg..... | ..... | 53,648.78 | 53,648.78 |
| Highway 69-Bayfield Inlet..... | 2,249.40 | 3,379.97 | 5,629.37 |
| Highway 69-Britt Village..... | ..... | 3,008.78 | 3,008.78 |
| Trout Creek-Port Loring Rd. and Spur..... | 21,273.37 | 90,402.44 | 111,675.81 |
| Powassan-Restoule..... | 485.33 | 32,302.27 | 32,787.60 |
| Dillon Cave Road..... | 7,999.16 | ..... | 7,999.16 |
| Peninsular Road..... | 14,984.61 | ..... | 14,984.61 |
| Lighthouse Beach Road..... | 3,827.07 | ..... | 3,827.07 |
| Fifth Line Road..... | 9,998.63 | ..... | 9,998.63 |
| Hurdsville-Broadbent-Inholmes..... | 9,995.36 | ..... | 9,995.36 |
| Highway 11-Astorville..... | 1,341.18 | ..... | 1,341.18 |
| Old Nipissing Road..... | 7,998.22 | ..... | 7,998.22 |
| Rose Point-Depot Harbour..... | 12,756.07 | ..... | 12,756.07 |
| Old Burks Falls-Magnetawan Road..... | 1,998.86 | ..... | 1,998.86 |
| Orrville-Rosseau Road..... | 4,999.58 | ..... | 4,999.58 |

| DISTRICT | | Construction | Maintenance | Total |
|---------------------------------|----------------|--------------|-------------|----------------|
| Parry Sound: (continued) | | | | |
| Machar Township | \$ 2,980.00 | \$ | 2,980.00 | \$ 2,980.00 |
| South Himsworth Township | 2,499.32 | | 2,499.32 | 2,499.32 |
| Joly Township | 3,994.19 | | 3,994.19 | 3,994.19 |
| Unincorporated Township Roads: | | | | |
| Bethune | | | 4,206.49 | 4,206.49 |
| Blair | 291.06 | | 291.06 | 291.06 |
| Burpee | 1,743.71 | | 2,489.62 | 4,233.33 |
| Conger | | | 3,954.33 | 3,954.33 |
| Croft | | | 4,827.51 | 4,827.51 |
| Ferguson | 2,999.86 | | 3,992.73 | 6,992.59 |
| Ferrie | | | 348.92 | 348.92 |
| Gurd | 2,496.75 | | 8,900.74 | 11,397.49 |
| Hardy | 5,179.11 | | 5,495.20 | 10,674.31 |
| Harrison | 996.64 | | 859.01 | 1,855.65 |
| Henvey | 747.53 | | 1,226.02 | 1,973.55 |
| Laurier | 979.94 | | 2,443.38 | 3,423.32 |
| Lount | 1,482.44 | | 4,228.66 | 5,711.10 |
| McConkey | 16,260.02 | | 2,862.68 | 19,122.70 |
| McKenzie | 1,743.70 | | 2,489.62 | 4,233.32 |
| Mills | 5,179.11 | | 5,495.21 | 10,674.32 |
| Monteith | | | 5,847.94 | 5,847.94 |
| Patterson | 1,995.48 | | 4,903.37 | 6,898.85 |
| Pringle | 493.41 | | 5,606.89 | 6,100.30 |
| Proudfoot | | | 6,041.90 | 6,041.90 |
| Shawniaga | | | 184.87 | 184.87 |
| Spence | | | 4,965.64 | 4,965.64 |
| Wallbridge | 747.54 | | 2,885.08 | 3,632.62 |
| Wilson | | | 2,862.67 | 2,862.67 |
| | \$1,272,178.48 | \$ | 987,340.10 | \$2,259,518.58 |
| Rainy River: | | | | |
| Highway 70 | \$ 389,561.85 | \$ | 81,690.43 | \$ 471,252.28 |
| " 70A | 46.74 | | 13,035.23 | 13,081.97 |
| " 71 | 73,857.12 | | 151,656.01 | 225,513.13 |
| Miscellaneous Surveys | 441.72 | | | 441.72 |
| Development Roads: | | | | |
| Atikokan Road | 214,055.39 | | | 214,055.39 |
| Fort Frances-Big Fork-Emo | 200.00 | | 44,074.97 | 44,274.97 |
| Crozier Road North and South | | | 9,419.37 | 9,419.37 |
| Big Fork-Lake Despair | | | 19,499.87 | 19,499.87 |
| Clearwater Lake Road | | | 10,463.84 | 10,463.84 |
| Stratton-North Branch | 3.06 | | 12,286.13 | 12,289.19 |
| Pinewood-Minahico | 11,869.58 | | 47,319.95 | 59,189.53 |
| Sleeman-Morson | | | 41,797.57 | 41,797.57 |
| Rainy River-Black Hawk | | | 70,065.90 | 70,065.90 |
| Carpenter Township Road | 10,495.71 | | | 10,495.71 |
| Unincorporated Township Roads: | | | | |
| Dance | | | 1,243.69 | 1,243.69 |
| Dewart | | | 1,414.72 | 1,414.72 |
| Miscampbell | | | 1,838.35 | 1,838.35 |
| Nelles | | | 2,560.58 | 2,560.58 |
| Sifton | 2,119.65 | | 2,379.31 | 4,498.96 |
| Spohn | | | 1,301.48 | 1,301.48 |
| Sutherland | | | 1,759.04 | 1,759.04 |
| Pratt | | | 140.80 | 140.80 |
| North East of Potts | | | 125.00 | 125.00 |
| | \$ 702,650.82 | \$ | 514,072.24 | \$1,216,723.06 |
| Sudbury: | | | | |
| Highway 17 | \$1,387,314.01 | \$ | 254,214.96 | \$1,641,528.97 |
| " 68 | 1,206.89 | | 89,266.15 | 90,473.04 |
| " 69 | 636,298.30 | | 57,443.16 | 693,741.46 |
| Miscellaneous Surveys | 4,787.14 | | | 4,787.14 |
| Sidewalks: | | | | |
| Falconbridge Road | 678.22 | | | 678.22 |

| DISTRICT | Construction | Maintenance | Total |
|--|-----------------|---------------|-----------------|
| Sudbury: (continued) | | | |
| Development Roads: | | | |
| Verner-Noelville..... | \$ 20,786.91 | \$ 28,125.11 | \$ 48,912.02 |
| Riviere Veuve-Hagar-Bigwood-Wolseley | | | |
| Bay-Rutter..... | 114,379.06 | 135,041.84 | 249,420.90 |
| Warren-River Valley-Field..... | | 5,628.36 | 5,628.36 |
| Englehart-Elk Lake-Westree and Spurs.. | | 28,490.70 | 28,490.70 |
| Markstay to Highway 17..... | | 2,407.06 | 2,407.06 |
| Wanapitei-Wanup..... | | 13,852.52 | 13,852.52 |
| Sudbury-Capreol-Milnet..... | 86,577.22 | 41,227.00 | 127,804.22 |
| Highway 17-Falconbridge-Hammer-Skead. | 87,211.11 | 50,275.51 | 137,486.62 |
| Sudbury-Frood Mine..... | | 3,264.77 | 3,264.77 |
| Sudbury-Levack-Geneva Lake..... | 95.19 | 110,757.93 | 110,853.12 |
| Creighton Mine to Highway 17..... | 756.74 | 7,179.89 | 7,936.63 |
| Whitefish-Lake Penage..... | 1,395.89 | 23,259.18 | 24,655.07 |
| Highway 69 to Long Lake..... | | 8,543.33 | 8,543.33 |
| Nickel Offset Road..... | | 3,510.69 | 3,510.69 |
| Massey-Sauble River Road..... | | 21,059.28 | 21,059.28 |
| Thessalon-Chapleau..... | 1,724.53 | 51,082.56 | 52,807.09 |
| Old Garson Road..... | 25,349.51 | | 25,349.51 |
| Unincorporated Township Roads: | | | |
| Bigwood..... | | 4,377.44 | 4,377.44 |
| Delamere..... | | 3,444.75 | 3,444.75 |
| Hoskin..... | | 70.30 | 70.30 |
| Henry..... | | 861.34 | 861.34 |
| Scollard..... | | 636.33 | 636.33 |
| Glen Afton Road..... | 998.38 | 99.00 | 1,097.38 |
| Broder..... | | 2,726.78 | 2,726.78 |
| Burwash..... | | 1,573.80 | 1,573.80 |
| Capreol..... | | 1,757.19 | 1,757.19 |
| Cleland..... | 925.29 | 1,866.46 | 2,791.75 |
| Curtin..... | | 1,788.19 | 1,788.19 |
| Dill..... | | 327.42 | 327.42 |
| Dryden..... | 780.26 | 484.78 | 1,265.04 |
| Fairbank..... | | 1,057.39 | 1,057.39 |
| Foster..... | | 11,033.92 | 11,033.92 |
| Lorne..... | | 3,112.51 | 3,112.51 |
| Loughrin..... | | 3,141.90 | 3,141.90 |
| Louise..... | | 2,434.87 | 2,434.87 |
| MacLennan..... | | 1,098.82 | 1,098.82 |
| Merritt..... | 4,000.00 | 8,110.86 | 12,110.86 |
| Norman..... | | 58.04 | 58.04 |
| Secord..... | | 10.67 | 10.67 |
| Snider..... | | 1,204.61 | 1,204.61 |
| Tilton..... | | 13.65 | 13.65 |
| Wisner..... | | 257.50 | 257.50 |
| Salter Broken Front..... | | 1,100.90 | 1,100.90 |
| Shakespeare..... | | 750.82 | 750.82 |
| Spanish River Indian Reserve..... | | 3,894.44 | 3,894.44 |
| | \$ 2,375,264.65 | \$ 991,924.68 | \$ 3,367,189.33 |
| Temiskaming: | | | |
| Highway 11..... | \$1,078,353.83 | \$ 545,281.82 | \$1,623,635.65 |
| " 65..... | 7,548.50 | 129,963.02 | 137,511.52 |
| " 66..... | 31,106.85 | 74,500.25 | 105,607.10 |
| Miscellaneous Surveys..... | 207.39 | | 207.39 |
| Sidewalks: | | | |
| Township of Teck..... | 1,082.16 | | 1,082.16 |
| Township of McGarry..... | 4,366.28 | | 4,366.28 |
| Larder Lake..... | 768.97 | | 768.97 |
| Connecting Link: | | | |
| Town of New Liskeard..... | | 207.45 | 207.45 |
| Development Roads: | | | |
| Lorrain Road..... | | 29,409.40 | 29,409.40 |
| Haileybury West to Montreal River..... | | 19,462.69 | 19,462.69 |
| New Liskeard-Judge-Quebec Boundary .. | 102,996.60 | 48,055.47 | 151,052.07 |
| Heaslip-Tomstown-Hilliardtown..... | 503.05 | 31,566.63 | 32,069.68 |

| DISTRICT | Construction | Maintenance | Total |
|---|-----------------|-----------------|-----------------|
| Temiskaming: (continued) | | | |
| McCool-Earlton-Thornloe | \$ 860.42 | \$ 17,165.54 | \$ 18,025.96 |
| Englehart-Elk Lake-Westree and Spurs .. | 28,013.62 | 107,688.90 | 135,702.52 |
| Matachewan-Ashley Mine | | 12,227.48 | 12,227.48 |
| Boston Creek Road | 1,053.51 | 7,085.40 | 8,138.91 |
| Kenogami Road | | 303.63 | 303.63 |
| Sesekinika Road | | 1,052.42 | 1,052.42 |
| Cooke's Lake south westerly | 141.02 | 3,278.77 | 3,419.79 |
| Silver Miller Road | 17,692.77 | | 17,692.77 |
| Unincorporated Township Roads: | | | |
| Barber | | 1,026.29 | 1,026.29 |
| Beauchamp | | 3,261.82 | 3,261.82 |
| Benoit | 1,325.25 | 2,246.16 | 3,571.41 |
| Best | | 18.30 | 18.30 |
| Blain | | 1,681.47 | 1,681.47 |
| Boston | | 60.00 | 60.00 |
| Bryce | | 863.00 | 863.00 |
| Cane | | 6,304.13 | 6,304.13 |
| Catherine | | 1,575.00 | 1,575.00 |
| Charters | | 219.60 | 219.60 |
| Corkhill | | 219.59 | 219.59 |
| Donovan | | 219.60 | 219.60 |
| Eby | | 1,681.47 | 1,681.47 |
| Firstbrook | | 114.40 | 114.40 |
| Henwood | | 5,968.18 | 5,968.18 |
| Ingram | | 5,569.99 | 5,569.99 |
| Maisonville | 1,325.25 | 2,246.17 | 3,571.42 |
| Marquis | 6,903.81 | 5,436.91 | 12,340.72 |
| Marter | 3,810.69 | 7,507.51 | 11,318.20 |
| McEvoy | | 565.18 | 565.18 |
| Otto | | 3,467.60 | 3,467.60 |
| Pacaud | | 5,771.56 | 5,771.56 |
| Pense | | 174.23 | 174.23 |
| Robillard | | 5,057.69 | 5,057.69 |
| Savard | 980.37 | 4,502.11 | 5,482.48 |
| Sharpe | | 3,696.43 | 3,696.43 |
| Tudhope | | 283.00 | 283.00 |
| | \$ 1,289,040.34 | \$ 1,096,986.26 | \$ 2,386,026.60 |
| Thunder Bay: | | | |
| Highway 11 | \$ 921,222.51 | \$ 256,754.33 | \$ 1,177,976.84 |
| " 17 | 2,591,837.59 | 391,572.56 | 2,983,410.15 |
| " 17A | 58,190.44 | 21,450.20 | 79,640.64 |
| " 61 | 896,562.96 | 52,220.33 | 948,783.29 |
| Miscellaneous Surveys | 779.48 | | 779.48 |
| Development Roads: | | | |
| Geraldton-Hardrock | | 1,445.04 | 1,445.04 |
| Leitch to Highway 11 | | 7,152.70 | 7,152.70 |
| Nipigon-Pine Portage | 17,381.14 | 13,133.47 | 30,514.61 |
| Hurkett Cut-off | | 3,327.13 | 3,327.13 |
| Silver Islet-Highway 17 | | 21,527.24 | 21,527.24 |
| Dog Lake Road | 16,496.08 | 51,198.34 | 67,694.42 |
| Oliver Road (Pt. Arthur-Kakabeka) | 46,663.54 | 43,104.63 | 89,768.17 |
| Twin City Cross Road (Oliver Road-Highway 61) | | 26,109.58 | 26,109.58 |
| Moose Hill-Kakabeka Falls | 75,613.99 | 31,707.59 | 107,321.58 |
| Pearson-Pardee Loop and Spur | | 25,486.74 | 25,486.74 |
| Round Lake-Nolalu-Highway 17 | 1.00 | 42,873.94 | 42,874.94 |
| Marks Road (Nolalu to Hymers Cross Rd.) | | 14,200.90 | 14,200.90 |
| Devon Road (Whitefish southerly) | | 19,757.01 | 19,757.01 |
| Shebandowan Lake-Highway 17 | 16,075.46 | 17,415.32 | 33,490.78 |
| Savant Lake-Doghole Bay | 423,451.09 | | 423,451.09 |
| Atikokan Road | 339,942.44 | | 339,942.44 |
| Whitefish Valley Road | 9,311.45 | | 9,311.45 |
| Mud Lake Road | 8,702.30 | | 8,702.30 |
| Gillies-Lybster Road | 8,820.65 | | 8,820.65 |

| DISTRICT | Construction | Maintenance | Total |
|---------------------------------|----------------|----------------|----------------|
| Thunder Bay: (continued) | | | |
| Unincorporated Township Roads: | | | |
| Armstrong | \$ 1,163.40 | \$ 2,074.14 | \$ 3,237.54 |
| Dawson Road Lots | 2,231.70 | 1,505.34 | 3,737.04 |
| Devon | 8,497.81 | 1,297.02 | 9,794.83 |
| Forbes | 3,400.00 | 4,429.84 | 7,829.84 |
| Fowler | 1,692.34 | 806.13 | 2,498.47 |
| Goldie | 795.80 | 262.43 | 1,058.23 |
| Gorham | 10,056.32 | 9,606.36 | 19,662.68 |
| Hagey | | 250.00 | 250.00 |
| Jacques | 1,800.00 | 1,376.19 | 3,176.19 |
| Lybster | 2,500.00 | 2,309.96 | 4,809.96 |
| Lyons | 1,530.60 | 318.76 | 1,849.36 |
| Marks | 1,986.92 | 987.08 | 2,974.00 |
| Nakina | 2,100.00 | 2,953.25 | 5,053.25 |
| Pearson | 1,800.00 | 2,618.95 | 4,418.95 |
| Scoble | 1,884.14 | 1,480.32 | 3,364.46 |
| Sibley | 1,797.67 | 1,669.45 | 3,467.12 |
| Stirling | 2,071.10 | 877.16 | 2,948.26 |
| Strange | 1,600.00 | 1,442.19 | 3,042.19 |
| Upsala | 1,400.00 | 1,193.32 | 2,593.32 |
| Ware | 12,195.67 | 8,731.40 | 20,927.07 |
| | \$5,491,555.59 | \$1,086,626.34 | \$6,578,181.93 |

| INVENTORY | Construction | Maintenance | Total |
|---|-----------------|-----------------|-----------------|
| Stock (materials, etc.)* | | \$ 873,769.95 | \$ 873,769.95 |
| Lands and Buildings | \$1,028,061.50 | 165,752.68 | 1,193,814.18 |
| Weigh Scales | 28,212.75 | 14,902.64 | 43,115.39 |
| Road Equipment | | 2,008,129.90 | 2,008,129.90 |
| Division Office and General Engineering | 391,399.68 | 1,601,275.94 | 1,992,675.62 |
| Traffic Census | | 49,606.07 | 49,606.07 |
| Forestry | | 79,996.60 | 79,996.60 |
| | Cr. | | Cr. |
| Dominion Government Repayments | 5,023,506.78 | | 5,023,506.78 |
| | Cr. | | |
| Net General Expense | 94,728.30 | 833,880.68 | 739,152.38 |
| | \$40,188,917.71 | \$34,390,052.51 | \$74,578,970.22 |

*Inventories, March 31, 1952

\$3,707,958.42

Inventories, March 31, 1951

2,834,188.47

Increase in Stock

\$ 873,769.95

APPENDIX No. 2
Department Expenditure by Roads, Etc.
April 1, 1951, to March 31, 1952

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|---|---------|---------------|----------------|----------------|
| 2 | Windsor-Quebec Boundary | 542.2 | \$ 973,780.02 | \$3,457,305.56 | \$4,431,085.58 |
| 2A | Highland Creek-Oshawa | 17.7 | 778,629.19 | 169,574.85 | 948,204.04 |
| 2B | Highway 2, Howard Ave.- Highway 3, Dougall Ave | 5.89 | ..... | 627.74 | 627.74 |
| 2S | Gananoque, Junction Highway 2 | 25.6 | 3,860.44 | 98,705.52 | 102,610.96 |
| 3 | Windsor-Fort Erie | 260.0 | 780,057.27 | 963,144.37 | 1,743,201.64 |
| 3A | Chambers Corners- Niagara Falls | 24.8 | ..... | 31,038.34 | 31,038.34 |
| 3B | Junction Highway 3-Windsor | 6.0 | ..... | 4,687.29 | 4,687.29 |
| 3C | Ridgeway-Fort Erie | 7.5 | ..... | 13,772.97 | 13,772.97 |
| 4 | Port Stanley-Flesherton | 155.5 | 175,271.08 | 346,046.86 | 521,317.94 |
| 5 | Toronto-Paris (via Dundas Street) | 65.6 | 451,477.51 | 733,637.73 | 1,185,115.24 |
| 5A | Toronto Highway 2 (via Danforth Avenue) | 8.4 | 9,108.06 | 10,088.99 | 19,197.05 |
| 6 | Port Dover-Tobermory | 225.1 | 1,086,266.61 | 591,781.45 | 1,678,048.06 |
| 7 | Sarnia-Ottawa | 461.6 | 830,923.99 | 1,336,172.37 | 2,167,096.36 |
| 7A | Manchester-Peterborough | 42.0 | 150,766.53 | 42,414.91 | 193,181.44 |
| 8 | Niagara Falls-Goderich | 155.7 | 19,098.63 | 300,650.49 | 319,749.12 |
| 8A | St. Davids-Queenston | 2.6 | ..... | 8,390.46 | 8,390.46 |
| 9 | Schomberg-Kincardine | 112.8 | 53,852.91 | 610,482.51 | 664,335.42 |
| 10 | Port Credit-Owen Sound | 105.0 | 31,534.07 | 303,044.77 | 334,578.84 |
| 11 | Toronto-Nipigon | 868.7 | 5,001,260.06 | 2,513,014.92 | 7,514,274.98 |
| 11A | Toronto-Highway 11 (via Avenue Road) | 8.3 | ..... | 65.70 | 65.70 |
| 12 | Whitby-Midland and Penetang | 99.1 | 44,601.03 | 205,948.81 | 250,549.84 |
| 14 | Pictou-Marmora | 51.4 | 8,292.92 | 66,021.50 | 74,314.42 |
| 15 | Ottawa-Kingston | 131.0 | 213,118.46 | 215,068.53 | 428,186.99 |
| 16 | Ottawa-Johnstown Corners | 58.9 | 9,182.72 | 145,521.58 | 154,704.30 |
| 17 | Quebec Boundary-Montreal River and Terrace Bay- Manitoba boundary | 1,145.7 | 6,554,472.49 | 2,545,196.97 | 9,099,669.46 |
| 17A | Port Arthur-Highway 17 | 21.0 | 58,190.44 | 21,450.20 | 79,640.64 |
| 18 | Leamington-Windsor | 49.0 | 567.98 | 40,097.82 | 40,665.80 |
| 18A | Kingsville-Highway 18 | 20.0 | 101,784.06 | 82,300.59 | 184,084.65 |
| 18B | Ruthven-Highway 18 | 1.0 | 3.50 | 839.43 | 842.93 |
| 19 | Port Burwell-Tralee | 92.2 | 94,387.00 | 143,425.45 | 237,812.45 |
| 20 | Niagara Falls-Burlington | 53.3 | 1,883.20 | 196,487.90 | 198,371.10 |
| 21 | Morpeth-Owen Sound | 207.0 | 314,511.15 | 332,572.69 | 647,083.84 |
| 22 | London-Sarnia | 61.5 | 347,456.40 | 41,945.68 | 389,402.08 |
| 23 | London-Arthur | 86.3 | 148,177.40 | 144,675.25 | 292,852.65 |
| 24 | Port Dover-Collingwood | 143.4 | 408,584.17 | 255,451.70 | 664,035.87 |
| 24A | Paris-Galt | 13.1 | ..... | 17,899.10 | 17,899.10 |
| 25 | Queen Elizabeth Way-Acton | 27.3 | 116,493.48 | 149,315.86 | 265,809.34 |
| 26 | Barrie-Owen Sound | 74.6 | 270,097.04 | 155,508.31 | 425,605.35 |
| 27 | Long Branch-Penetang- Midland | 91.8 | 677,872.15 | 254,146.38 | 932,018.53 |
| 28 | Port Hope-Bancroft | 95.9 | 348,893.46 | 468,186.32 | 817,079.78 |
| 29 | Brockville-Arncliffe | 76.4 | 7,686.58 | 133,071.45 | 140,758.03 |
| 30 | Brighton-Havelock | 32.0 | 309,484.88 | 35,473.13 | 344,958.01 |
| 31 | Morrisburg-Ottawa | 48.4 | 47,693.70 | 201,981.09 | 249,674.79 |
| 32 | Gananoque-Smiths Falls | 47.9 | 1,169.75 | 19,664.43 | 20,834.18 |
| 33 | Trenton-Marmora-Kingston | 101.3 | 58,620.92 | 160,123.28 | 218,744.20 |
| 34 | Lancaster-Hawkesbury | 38.1 | 48,277.62 | 61,837.30 | 110,114.92 |
| 35 | Newcastle-Huntsville | 144.2 | 50,454.66 | 288,923.55 | 339,378.21 |
| 36 | Lindsay-Burleigh Falls | 47.5 | 145,333.75 | 59,479.04 | 204,812.79 |
| 37 | Bellefleur-Actinolite | 29.3 | 157,279.97 | 59,783.24 | 217,063.11 |
| 38 | Kingston-Sharbot Lake | 47.1 | 143,129.99 | 164,542.75 | 307,672.74 |
| 39 | Windsor-Belle River | 21.5 | 137,086.88 | 16,432.52 | 153,519.40 |
| 40 | Sarnia-Chatham | 50.1 | 237,023.80 | 72,986.01 | 310,009.81 |

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|--|---------|--------------|---------------|---------------|
| 41 | Picton-Golden Lake | 140.6 | \$ 97,137.41 | \$ 245,954.55 | \$ 343,091.96 |
| 42 | Brockville-Westport | 43.0 | 62,004.17 | 57,678.81 | 119,682.98 |
| 43 | Alexandria-Winchester | 40.4 | 411,513.54 | 82,137.11 | 493,650.65 |
| 44 | Almonte-Carp | 14.0 | 358,341.95 | 18,243.31 | 376,585.26 |
| 45 | Cobourg-Norwood | 33.0 | 9,581.76 | 72,312.34 | 81,894.10 |
| 46 | Highway 7—Coboconk (via Kirkfield) | 33.0 | 190,011.66 | 74,829.84 | 264,841.50 |
| 47 | Highway 12—Stouffville | 19.0 | 113,998.30 | 44,052.22 | 158,050.52 |
| 48 | Port Bolster-Beaverton | 6.0 | 26.66 | 11,796.60 | 11,823.26 |
| 49 | Kleinburg-Highway 50 | 3.5 | 3,210.53 | 54,062.20 | 57,272.73 |
| 50 | Highway 7-Highway 9 (via Bolton) | 18.0 | 504.43 | 90,479.00 | 90,983.43 |
| 51 | Highway 24-Caledon (Highway 10) | 2.5 | ..... | 6,777.27 | 6,777.27 |
| 52 | Wentworth County Line (Highway 2) | 18.5 | ..... | 25,755.65 | 25,755.65 |
| 53 | Woodstock-Highway 20 (via Brantford) | 53.7 | 45,384.17 | 73,450.63 | 118,834.80 |
| 54 | Cainsville-Cayuga | 27.0 | 359,814.59 | 59,510.59 | 419,325.18 |
| 55 | Highway 53-Hamilton | 4.0 | 67.87 | 6,522.31 | 6,590.18 |
| 56 | Junction Highway 53 and 20-Canfield | 15.5 | 364,669.00 | 25,026.13 | 389,695.13 |
| 57 | Bismark-Highway 3A | 9.0 | 222.40 | 154,648.04 | 154,870.44 |
| 58 | St. Catharines-Port Colborne | 24.0 | 23,798.21 | 143,584.78 | 167,382.99 |
| 59 | Woodstock-Delhi | 26.5 | 13.66 | 129,159.66 | 129,173.32 |
| 60 | Huntsville-Golden Lake | 123.2 | 76,697.43 | 209,565.37 | 286,262.80 |
| 61 | Fort William-United States Boundary | 40.0 | 896,562.96 | 52,220.33 | 948,783.29 |
| 62 | Madoc-Pembroke | 118.0 | 658,661.01 | 312,497.91 | 971,158.92 |
| 63 | North Bay-Temiskaming | 41.0 | 168,959.93 | 83,482.03 | 252,441.96 |
| 64 | Sturgeon Falls-Martin River | 34.6 | 17,433.48 | 92,403.93 | 109,837.41 |
| 65 | New Liskeard-Matachewan | 66.7 | 7,548.50 | 129,963.02 | 137,511.52 |
| 66 | Swastika-Quebec Boundary | 33.7 | 31,106.85 | 74,500.25 | 105,607.10 |
| 67 | Iroquois Falls-Timmins | 43.6 | 1,225.80 | 126,103.26 | 127,329.06 |
| 68 | McKerrow-Little Current | 38.0 | 1,206.89 | 156,304.62 | 157,511.51 |
| 69 | Atherley-Britt-Sudbury | 151.9 | 1,694,604.71 | 663,322.51 | 2,357,927.22 |
| 70 | Kenora-Fort Frances | 141.5 | 483,372.63 | 177,761.35 | 661,133.98 |
| 70A | Barwick-Highway 70 | 14.0 | 46.74 | 13,035.23 | 13,081.97 |
| 71 | Fort Frances-Rainy River | 60.0 | 73,857.12 | 151,656.01 | 225,513.13 |
| 72 | Dinorwic-Sioux Lookout and Hudson | 53.0 | 12,045.21 | 93,396.82 | 105,442.03 |
| 73 | Port Bruce-Dorchester Road | 23.0 | 146,512.58 | 35,811.04 | 182,323.62 |
| 74 | New Sarum-Nilestown | 14.0 | 83,227.21 | 25,981.99 | 109,209.20 |
| 75 | Wallacetown-Dutton | 2.5 | ..... | 4,068.43 | 4,068.43 |
| 76 | Eagle-West Lorne | 3.5 | ..... | 5,298.38 | 5,298.38 |
| 77 | Aldbrough-Rodney | 4.0 | ..... | 6,669.16 | 6,669.16 |
| 78 | Wallaceburg-Dresden | 10.5 | 279,593.93 | 9,592.59 | 289,186.52 |
| 79 | Highway 2-Highway 7 (Watford) | 28.9 | 150,580.08 | 32,938.38 | 183,518.46 |
| 80 | Highway 2-Alvinston (via Glencoe) | 13.0 | 110.12 | 44,441.80 | 44,551.92 |
| 81 | Delaware-Grand Bend | 44.0 | 159,998.38 | 71,742.31 | 231,740.69 |
| 82 | Highway 7-Port Franks | 7.0 | ..... | 6,969.50 | 6,969.50 |
| 83 | Highway 21-Highway 23 (via Dashwood) | 24.0 | 3,541.04 | 66,543.71 | 70,084.75 |
| 84 | St. Joseph-Hensall (via Zurich) | 10.5 | 30,182.57 | 27,718.59 | 57,901.16 |
| 85 | Kitchener-Elmira | 12.0 | 259,533.95 | 19,970.72 | 279,504.67 |
| 86 | Amberly-Highway 7 | 79.0 | 573,843.53 | 250,505.95 | 824,349.48 |
| 87 | Bluevale-Harriston | 19.5 | 149,698.30 | 52,779.37 | 202,477.67 |
| 88 | Bondhead-Bradford | 6.0 | 708.11 | 9,052.07 | 9,760.18 |
| 89 | Primrose-Cookstown | 23.5 | 964.98 | 48,845.85 | 49,810.83 |
| 90 | Angus-Allandale | 11.0 | 1,075.19 | 21,734.15 | 22,809.34 |
| 91 | Dunroon-Stayner | 5.2 | ..... | 14,310.71 | 14,310.71 |
| 92 | Elmvale-Wasaga Beach | 9.0 | 11.21 | 20,277.99 | 20,289.20 |
| 93 | Crown Hill-Waverly | 17.5 | 2,179.61 | 37,675.28 | 39,854.89 |
| 94 | Callander-Highway 17 | 6.5 | 60.90 | 15,753.26 | 15,814.16 |

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|----------------------------------|--|---------|---------------------|-----------------|---------------------|
| 95 | Wolfe Island North and South Road | 7.0 | \$ 2,072.07 | \$ 30,377.76 | \$ 32,449.83 |
| 96 | Wolfe Island East and West Road | 20.0 | 3,210.00 | 83,577.64 | 86,787.64 |
| 97 | Hickson-Freelton | 44.5 | 35,539.86 | 99,349.29 | 134,889.15 |
| 98 | Windsor-Blenheim | 58.7 | 1,064.72 | 68,603.72 | 69,668.44 |
| 98A | Six Corners Highway 98-Maidstone Highway 3 | 1.1 | ..... | 896.45 | 896.45 |
| 99 | Dundas, Junction of Highway 5 and 24 | 16.5 | 33,017.34 | 27,909.63 | 60,926.97 |
| 100 | Thamesford-Highway 7 | 16.0 | 589.99 | 49,598.20 | 50,188.19 |
| 101 | Highway 67-Quebec Boundary | 77.9 | 336,331.68 | 73,164.78 | 409,496.46 |
| 102 | Junction Highway 2-Dundas | 2.2 | 5.76 | 7,381.68 | 7,387.44 |
| 103 | Waubashene-Port Severn | 6.4 | 4,104.42 | 14,783.24 | 18,887.66 |
| 104 | Highway 9-Grand Valley | 1.76 | 279.09 | 3,967.35 | 4,246.44 |
| 105 | Highway 17-Red Lake | 111.9 | 24,093.67 | 178,458.45 | 202,552.12 |
| | Pelee Island ..... | ..... | ..... | 4,310.40 | 4,310.40 |
| | Toronto-Windsor controlled access highway ..... | ..... | 277,935.75 | ..... | 277,935.75 |
| | Queen Elizabeth Way | 97.3 | 398,257.04 | 500,659.49 | 898,916.53 |
| | Toronto-Barrie controlled access highway | 45.5 | 5,262,045.86 | 68,247.59 | 5,330,293.45 |
| | Barrie-Bypass controlled access highway ..... | ..... | 685,503.78 | ..... | 685,503.78 |
| | Old Queen Street ..... | ..... | 9,910.60 | 11,602.94 | 21,513.54 |
| | Toronto Bypass controlled access highway ..... | ..... | 1,806,282.85 | ..... | 1,806,282.85 |
| | Prescott Bypass, four-lane highway ..... | ..... | 124,231.58 | 6,333.41 | 130,564.99 |
| | Ferries ..... | ..... | 153,057.66 | 37,000.00 | 190,057.66 |
| | Fort Henry ..... | ..... | 25,967.57 | ..... | 25,967.57 |
| | Welcome-Dace cut-off ..... | ..... | 5,032.25 | 114,478.79 | 119,511.04 |
| | Miscellaneous Surveys ..... | ..... | 16,574.97 | ..... | 16,574.97 |
| TOTAL KING'S HIGHWAYS, ETC. | | | \$38,618,257.59 | \$24,212,626.38 | \$62,830,883.97 |
| | Total sidewalks ..... | ..... | \$ 29,511.81 | \$ | \$ 29,511.81 |
| | Total connecting links ..... | ..... | 189,570.53 | 76,132.82 | 265,703.35 |
| | Total development roads ..... | ..... | 3,211,524.19 | 3,927,599.95 | 7,139,124.14 |
| | Total development roads Part VI (H.I.A.) ..... | ..... | 1,593,945.14 | 34,876.12 | 1,628,821.26 |
| | Total unincorporated Townships ..... | ..... | 216,669.60 | 511,502.78 | 728,172.38 |
| | Stock (materials, etc.)* ..... | ..... | ..... | 873,769.95 | 873,769.95 |
| | Lands and buildings ..... | ..... | 1,028,061.50 | 165,752.68 | 1,193,814.18 |
| | Weigh scales ..... | ..... | 28,212.75 | 14,902.64 | 43,115.39 |
| | Road equipment ..... | ..... | ..... | 2,008,129.90 | 2,008,129.90 |
| | Division office and general engineering ..... | ..... | 391,399.68 | 1,601,275.94 | 1,992,675.62 |
| | Traffic census ..... | ..... | ..... | 49,606.07 | 49,606.07 |
| | Forestry ..... | ..... | ..... | 79,996.60 | 79,996.60 |
| | Dominion government repayments ..... | ..... | Cr. 5,023,506.78 | ..... | Cr. 5,023,506.78 |
| | Net general expenses ..... | ..... | Cr. 94,728.30 | 833,880.68 | 739,152.38 |
| | | | \$40,188,917.71 | \$34,390,052.51 | \$74,578,970.22 |

*Inventories March 31, 1952

\$3,707,958.42

Inventories March 31, 1951

2,834,188.47

Increase in stock

\$ 873,769.95

APPENDIX No. 3

**SCHEDULE OF ASSUMPTIONS AND REVERSIONS OF SECTIONS OF THE
KING'S HIGHWAY SYSTEM FOR THE FISCAL YEAR
ENDING MARCH 31, 1952**

ASSUMPTIONS

| District or County | Location of Road | Date Assumed | Miles |
|--------------------|--------------------------------|---------------|-------|
| Elgin..... | Dunwich township..... | May 2, 1951 | 0.63 |
| Hastings..... | Madoc and Tudor townships..... | Oct. 10, 1951 | 5.60 |
| Hastings..... | Huntingdon township..... | Oct. 10, 1951 | 0.90 |
| Hastings..... | Hungerford township..... | Nov. 21, 1951 | 0.70 |
| Hastings..... | Hungerford township..... | Nov. 21, 1951 | 0.84 |
| Kent..... | Gore of Chatham..... | July 25, 1951 | 0.50 |
| Leeds..... | South Crosby township..... | Oct. 10, 1951 | 0.86 |
| Ontario..... | Rama and Mara townships..... | Feb. 13, 1952 | 16.75 |
| Thunder Bay..... | Terrace Bay..... | Aug. 22, 1951 | 18.20 |
| Wellington..... | Guelph township..... | Dec. 5, 1951 | 0.30 |
| | | | 45.2 |

ACQUIRED BY LAND PLAN

| | | |
|----------------|---------------------------------|-------|
| Durham | Clarke township (2A) | 1.79 |
| Durham | Darlington township (2A) | 9.00 |
| Durham | Hope township | 0.47 |
| Grenville | Edwardsburg township | 2.20 |
| Hastings | Dungannon and Faraday townships | 4.07 |
| Lambton | Brooke township | 1.35 |
| Lambton | Sarnia Indian Reserve | 0.36 |
| Lambton | Warwick township | 0.48 |
| Lanark | Ramsay township | 0.15 |
| Lanark | Ramsay township | 0.43 |
| Muskoka | Brunel township | 1.10 |
| Muskoka | Medora township | 0.11 |
| Muskoka | Morrison township | 0.77 |
| Muskoka | Muskoka township | 4.90 |
| Muskoka | Stephenson township | 1.18 |
| Northumberland | Haldimand township | 1.51 |
| Northumberland | Haldimand township | 0.87 |
| Northumberland | Hamilton township | 1.22 |
| Ontario | East Whitby (2A) | 2.02 |
| Parry Sound | Machar township | 2.35 |
| Perth | Mornington township | 0.43 |
| Sudbury | Coppercliff town | 0.83 |
| Wentworth | East Flamborough (102) | 1.63 |
| York | North York township | 6.84 |
| | | 46.06 |

REVERSIONS

| District or County | Location of Road | Date Reverted | Miles |
|--------------------|----------------------------------|----------------|-------|
| Durham | Hope township | Feb. 4, 1952 | 0.24 |
| Elgin | Dunwich township | April 16, 1951 | 0.83 |
| Hastings | Madoc and Tudor townships | Sept. 24, 1951 | 6.97 |
| Hastings | Thurlow and Huntingdon townships | Oct. 1, 1951 | 0.95 |
| Hastings | Hungerford township | Oct. 8, 1951 | 1.14 |
| Hastings | Hungerford township | Nov. 26, 1951 | 0.88 |
| Hastings | Dungannon and Faraday townships | Feb. 11, 1952 | 4.00 |
| Huron | Stephen township | Dec. 17, 1951 | 0.10 |
| Kent | Gore of Chatham | July 2, 1951 | 0.50 |
| Lambton | Sarnia Indian Reserve | Nov. 5, 1951 | 0.49 |
| Lambton | Brooke and Euphemia townships | Feb. 11, 1952 | 0.36 |
| Lambton | Brooke township | Feb. 11, 1952 | 1.29 |
| Lambton | Brooke and Warwick townships | Feb. 11, 1952 | 0.39 |
| Lanark | Ramsay township | Oct. 1, 1951 | 0.17 |
| Lanark | Ramsay township | Oct. 1, 1951 | 0.45 |
| Leeds | South Crosby township | Sept. 24, 1951 | 0.45 |
| Middlesex | McGillivray township | Dec. 17, 1951 | 0.83 |
| Muskoka | Medora township | April 12, 1951 | 0.19 |
| Muskoka | Stephenson township | June 7, 1951 | 1.24 |
| Muskoka | Morrison township | June 7, 1951 | 0.79 |
| Muskoka | Muskoka township | June 7, 1951 | 0.11 |
| Muskoka | Muskoka township | June 7, 1951 | 5.50 |
| Muskoka | Brunel township | June 7, 1951 | 1.11 |
| Norfolk | Woodhouse township | Dec. 17, 1951 | 0.0 |
| Northumberland | Haldimand township | June 25, 1951 | 1.60 |
| Northumberland | Hamilton township | June 25, 1951 | 1.45 |
| Northumberland | Haldimand township | Oct. 8, 1951 | 0.93 |
| Ontario | Oshawa city | May 7, 1951 | 2.86 |
| Oxford | Woodstock city | Jan. 1, 1952 | 0.72 |
| Parry Sound | Machar township | Sept. 29, 1951 | 1.65 |
| Perth | Mornington township | Jan. 21, 1952 | 0.43 |
| Sudbury | Coppercliff town | Oct. 8, 1951 | 1.85 |
| Waterloo | Waterloo city | May 7, 1951 | 0.10 |
| Wellington | Guelph township | Nov. 26, 1951 | 0.31 |
| | | | 40.88 |

Appendix

Bridges Completed

| NAME | TYPE | SPAN | ROAD |
|---------------------------------|--|-----------------------------|--|
| Bathurst St. Overpass..... | Concrete rigid frame..... | 1 @ 65' 3"..... | Toronto-Bypass at Bathurst St. |
| Bayfield St. Underpass..... | Composite steel and concrete rigid frame..... | 1 @ 107' 2"..... | Barrie Bypass at Bayfield St. |
| Bear Creek..... | Timber trestle (comp. deck) . | 2 @ 16', 2 @ 15' 6"..... | Highway No. 17 Kenora to Fort William |
| Big Jocko Bridge..... | Concrete rigid frame..... | 1 @ 50'..... | Highway No. 63 North Bay to Temiskaming |
| Black Creek..... | Concrete barrel arch..... | 1 @ 40'..... | Highway No. 54 Caledonia to Cayuga |
| Bowmanville Creek..... | Concrete rigid frame..... | 1 @ 60'..... | Highway No. 2A Oshawa to Bowmanville |
| Brule Creek..... | Timber truss..... | 1 @ 30'..... | Township Road..... |
| Christina St. Underpass..... | Concrete rigid frame..... | 2 @ 53' 2"..... | Controlled Access Highway |
| Creelman Creek..... | Timber trestle..... | 1 @ 25'..... | Village of Point Edward.. |
| Crown Hill Overpass..... | Concrete rigid frame..... | 2 @ 12', 2 @ 13'..... | Highway No. 11 |
| Current River..... | Timber truss..... | 2 @ 16'..... | Beardmore to Geraldton.. |
| Current River..... | Timber truss..... | 1 @ 51' 1"..... | Barrie Bypass at Crown Hill and Highway No. 93.. |
| Deslaurier's Bridge..... | Timber trestle..... | 1 @ 50'..... | Township Road..... |
| Dobie Township..... | Timber trestle..... | 1 @ 50'..... | Township Road..... |
| Dobie Township..... | Timber trestle..... | 1 @ 20', 2 @ 15'..... | Township Road..... |
| Dobie Township..... | Timber trestle..... | 2 @ 13' 6", 1 @ 16'..... | Highway No. 70 Kenora to Fort Francis.. |
| Duckworth St. Overpass..... | Concrete rigid frame..... | 1 @ 41' 8"..... | Barrie Bypass At Duckworth St. |
| Etobicoke Creek..... | Reconstruction of concrete beam slab..... | 2 @ 44' 4"..... | Highway No. 5 Toronto to Trafalgar..... |
| Fairchild Creek..... | Concrete rigid frame..... | 1 @ 46' 6", 2 @ 31' 9"..... | Highway No. 2 Brantford to Hamilton |
| Farewell Creek..... | Concrete rigid frame..... | 1 @ 40' 0"..... | Highway No. 2A Oshawa to Bowmanville.. |
| French River..... | Bailey bridge..... | 1 @ 140'..... | Highway No. 69 Parry Sound to Sudbury.. |
| Frood Bridge..... | Timber trestle..... | 4 @ 15'..... | Secondary Road Warren to River Valley.. |
| (E. Branch of Deer Creek) | Timber trestle..... | 1 @ 37' 3"..... | Toronto-Barrie Highway.. |
| Gwillimbury Twp. Overpass .. | Concrete rigid frame..... | 1 @ 26'..... | Township Road..... |
| Hazelwood Creek..... | Timber truss..... | 1 @ 30'..... | Township Road..... |
| Hazelwood Creek..... | Timber truss..... | 2 @ 17' 6", 1 @ 20'..... | Secondary Road Field to River Valley.... |
| Herbert Creek..... | Timber trestle..... | 1 @ 36' 9"..... | Toronto-Barrie Highway at Holly Side Road..... |
| Innisfil Twp. Overpass..... | Concrete rigid frame..... | 1 @ 37' 2"..... | Toronto-Barrie Highway.. |
| Innisfil Township Overpass .. | Concrete rigid frame..... | 1 @ 94' 7"..... | Toronto-Barrie Highway.. |
| Innisfil Twp. Underpass..... | Composite steel and concrete rigid frame..... | 1 @ 95' 2"..... | Toronto-Barrie Highway.. |
| Keele St. Underpass..... | Composite steel and concrete rigid frame..... | 1 @ 95' 2"..... | Toronto Bypass at Keele St. |
| Key River Bridge (The Key)..... | Continuous steel beams on pile bents..... | 8 @ 20'..... | Highway No. 69 Parry Sound to Sudbury.. |
| Little River..... | Concrete rigid frame..... | 1 @ 50'..... | Highway No. 39—Windsor... to jct. No. 2 (Girdards Corner) |
| Lowther Township..... | Timber..... | 2 @ 16', 2 @ 20'..... | Hearst to Mead..... |
| Maggot River..... | Concrete barrel arch..... | 1 @ 30'..... | Highway No. 17 Schreiber to Fort William |
| Mapleton Bridge..... | Concrete rigid frame..... | 1 @ 45'..... | Highway No. 74..... |
| (Catfish Creek) | Concrete rigid frame..... | 1 @ 45'..... | Highway No. 74..... |
| Mather Township..... | Timber trestle..... | 2 @ 13' 6", 1 @ 16'..... | Highway No. 70 Kenora to Fort Frances.. |
| Mink Creek..... | Concrete barrel arch..... | 1 @ 30'..... | Highway No. 17 Marathon westerly |
| Muskoka River (Bala)..... | Bailey bridge..... | 1 @ 100', 1 @ 60'..... | Highway No. 69 Town of Bala..... |
| Nepewassi River..... | Timber trestle..... | 9 @ 16', 2 @ 13' 6"..... | Secondary Road Hagar to St. Charles..... |
| North Branch Creek..... | Concrete rigid frame..... | 1 @ 40'..... | Highway No. 60 Whitney to Algonquin Pk.. |
| Nugget Creek..... | Timber trestle..... | 1 @ 20', 2 @ 19' 6"..... | Highway No. 17 Kenora to Fort William.. |
| Olive Creek..... | Timber truss..... | 1 @ 30'..... | Township Road..... |
| Opasatika River..... | Concrete beam and slab..... | 2 @ 60', 2 @ 39' 11"..... | Highway No. 11 Kapuskasig to Hearst |
| Otonabee River..... | Concrete rigid frame..... | 1 @ 77' 6"..... | Highway No. 36 Lindsay to Bobcaygeon |
| (Bcbyageon S. Bridge) | (beams at centre) | 7 @ 16'..... | Highway No. 17—Sault Ste. Marie—Montreal River... |
| Pancake River..... | Timber trestle..... | 7 @ 16'..... | Highway No. 69 Parry Sound—Sudbury.. |
| Pickerel River..... | Bailey bridge..... | 1 @ 90', 1 @ 50'..... | New Liskeard to Brethour.. |
| Pierson's Bridge..... | Reconstruction of piers..... | 4 @ 16', 3 @ 92'..... | Highway No. 61—Fort Wm. to International Boundary |
| (Blanche River) | Reconstruction of piers..... | 4 @ 16', 3 @ 92'..... | Highway No. 61—Fort Wm. to International Boundary |
| Pine River..... | Concrete rigid frame girder.. | 1 @ 80'..... | Highway No. 61—Fort Wm. to International Boundary |

No. 4

During 1951

| TOWNSHIP | LOT | CONCESSION | COUNTY OR DISTRICT | DIVISION |
|-----------------------|-------------------|------------------|--------------------|----------|
| N. York..... | 13..... | I..... | York..... | 39 |
| Vespra..... | 22..... | IV and V..... | Simcoe..... | 39 |
| Melgund..... | 8..... | IV..... | Kenora..... | 20 |
| Jocko..... | ..... | ..... | Nipissing..... | 13 |
| Seneca..... | ..... | Range 3..... | Haldimand..... | 4 |
| Darlington..... | 11..... | I..... | Durham..... | 39 |
| Conmee..... | 5..... | IV and V..... | Thunder Bay..... | 19 |
| Sarnia..... | 23..... | VII..... | Lambton..... | 39 |
| ..... | ..... | ..... | Thunder Bay..... | 19 |
| Vespra and Oro..... | 2..... | II WPR..... | Simcoe..... | 39 |
| Gorham..... | 2..... | VI..... | Thunder Bay..... | 19 |
| Gorham..... | 2..... | VIII..... | Thunder Bay..... | 19 |
| Owens..... | 18..... | XVIII..... | Cochrane..... | 16 |
| Dobie..... | 6 and 7..... | IV..... | Rainy River..... | 20 |
| Vespra..... | 4 and 5..... | II..... | Simcoe..... | 39 |
| Etobicoke & Toronto.. | 12 & 4..... | IV and V..... | Peel and York..... | 6 |
| Brantford..... | 10..... | ..... | Brant..... | 4 |
| Whitby E..... | Broken Lot 4..... | ..... | Ontario..... | 39 |
| Bigwood..... | 3..... | I..... | Sudbury..... | 17 |
| Crerar..... | 10..... | I and II..... | Nipissing..... | 13 |
| Gwillimbury..... | ..... | VIII and IX..... | Simcoe..... | 39 |
| Gorham..... | 7..... | III..... | Thunder Bay..... | 19 |
| Gorham..... | 8 and 9..... | IV..... | Thunder Bay..... | 19 |
| Badgerow..... | 5..... | VI..... | Nipissing..... | 13 |
| Innisfil..... | 7 and 8..... | XI and XII..... | Simcoe..... | 39 |
| Innisfil..... | ..... | V and VI..... | Simcoe..... | 39 |
| Innisfil..... | ..... | ..... | Simcoe..... | 39 |
| N. York..... | 10..... | III and IV..... | York..... | 39 |
| Henvey Reserve No. 2. | ..... | ..... | Parry Sound..... | 11 |
| Sandwich E..... | 129 W 132..... | I and II..... | Essex..... | 1 |
| Lowther..... | 18 and 19..... | XI and XII..... | Cochrane..... | 16 |
| ..... | ..... | ..... | Thunder Bay..... | 19 |
| Yarmouth..... | 18..... | X..... | Elgin..... | 2 |
| Mather..... | 6 and 7..... | III..... | Rainy River..... | 20 |
| No. 77..... | ..... | ..... | Thunder Bay..... | 19 |
| Medora and Wood..... | 3..... | I..... | Muskoka..... | 11 |
| Appleby..... | 1..... | V..... | Nipissing..... | 13 |
| Canisbay..... | 25..... | VIII..... | Nipissing..... | 10 |
| Zealand..... | 5..... | I..... | Kenora..... | 20 |
| Papoungie..... | 26..... | A..... | Thunder Bay..... | 19 |
| Idington..... | 24..... | XI..... | Cochrane..... | 16 |
| Verulam..... | 13 and 14..... | X and XIX..... | Victoria..... | 7 |
| Herrick..... | S.E. 1 4..... | Sec. G..... | Algoma..... | 18 |
| Mowat..... | 26..... | XXIII..... | Parry Sound..... | 11 |
| Casey..... | 6 and 7..... | V..... | Temiskaming..... | 14 |
| Crooks..... | 6..... | VII..... | Thunder Bay..... | 19 |

Appendix

Bridges Completed

| NAME | TYPE | SPAN | ROAD |
|--------------------------------------|--|---------------------------|---|
| Puce River..... | Concrete rigid frame..... | 2 @ 28' 5''..... | Highway No. 39—Windsor to jct. No. 2 (Girards Corner) |
| Robbins Bridge..... | Concrete rigid frame..... | 1 @ 46' 11''..... | Highway No. 62 |
| (Moirs River) | | 2 @ 20'..... | Madoc to Bancroft..... |
| Sandcherry Creek..... | Timber cribs..... | 2 @ 24'..... | Chelmsford Mine |
| Snake River..... | Concrete rigid frame..... | 1 @ 40'..... | Nickel Offset..... |
| Strawberry Creek..... | Timber truss..... | 1 @ 30'..... | Development Road No. 14 |
| Sturgeon River..... | Timber trestle..... | 3 @ 16', 2 @ 13' 6''..... | Pembroke—Eganville..... |
| Sunnidale Road Underpass... | Composite steel and concrete rigid frame | 1 @ 94' 4''..... | Township Road |
| Wabigoon River..... | Bailey bridge..... | 1 @ 130', 2 @ 30'.. | Highway No. 70 |
| (Lower Falls Bridge) | | | Kenora to Fort Frances.. |
| Watabeag River..... | Steel beams on pile bents... | 1 @ 56', 11 @ 16'.. | Barrie Bypass |
| White Clay River..... | Continuous steel beams on timber bents | 8 @ 20'..... | At Sunnidale Road..... |
| Wilson Ave. Overpass..... | Concrete rigid frame..... | 2 @ 57' 6''..... | Quibell Road |
| Vaughan Township Overpass... | Concrete rigid frame..... | 1 @ 37' 2''..... | Red Lake to Quibell..... |
| Wadsworth Cres. Overpass... | Concrete rigid frame..... | 1 @ 40' 1''..... | Highway No. 11 |
| Wirta Bridge (Pine River)... | Timber truss..... | 1 @ 60'..... | Matheson to Porquis Jct. |
| York North Township Grade Separation | Composite steel and concrete rigid frame | 1 @ 121' 9''..... | Highway No. 11 |
| York North Township..... | Concrete rigid frame..... | 1 @ 47' 9''..... | Kenogami to Matheson.. |
| C.N.R. Overhead | | | Toronto Bypass |
| | | | at Wilson Ave..... |
| | | | Toronto—Barrie Highway... |
| | | | Toronto Bypass |
| | | | at Wadsworth Cres. |
| | | | Secondary Road |
| | | | E. Pearson to W. Pearson.. |
| | | | Junction of Toronto—Barrie and Toronto Bypass..... |
| | | | Toronto Bypass..... |

No. 4 (Continued)

During 1951

| TOWNSHIP | LOT | CONCESSION | COUNTY OR DISTRICT | DIVISION |
|------------------|--------------|--------------------|--------------------|----------|
| Maidstone..... | 1..... | E & W Puce River . | Essex..... | 1 |
| Madoc..... | 25..... | VI..... | Hastings..... | 10 |
| Morgan..... | 5..... | III..... | Sudbury..... | 17 |
| Wilberforce..... | 6..... | XVII..... | Renfrew..... | 10 |
| Ware..... | 6..... | III..... | Thunder Bay..... | 19 |
| Dobie..... | 6 and 7..... | VI..... | Rainy River..... | 20 |
| Vespra..... | 22-23..... | V..... | Simcoe..... | 39 |
| Wabigoon..... | 6..... | V..... | Kenora..... | 20 |
| Carr..... | 10..... | I and II..... | Cochrane..... | 14 |
| Maisonville..... | 11..... | IV..... | Temiskaming..... | 14 |
| N. York..... | 13..... | I..... | York..... | 39 |
| Vaughan..... | 30-31..... | V..... | York..... | 39 |
| N. York..... | 5..... | VII and VIII..... | York..... | 39 |
| Pearson..... | 10..... | I..... | Thunder Bay..... | 19 |
| N. York..... | 10..... | V..... | York..... | 39 |
| N. York..... | ..... | ..... | York..... | 39 |

APPENDIX No. 5

GROWTH OF COUNTY ROAD EXPENDITURES AND PROVINCIAL GRANTS

| Year Work Was Done | Number of Counties | Approved Expenditure | Government Grants |
|--------------------|--------------------|----------------------|-------------------|
| 1903..... | 4 | \$ 166,149.06 | \$ 55,383.02 |
| 1904..... | 7 | 291,085.42 | 97,028.48 |
| 1905..... | 6 | 179,593.62 | 59,864.53 |
| 1906..... | 8 | 247,102.37 | 82,367.45 |
| 1907..... | 14 | 383,518.86 | 127,839.62 |
| 1908..... | 15 | 429,393.57 | 143,131.16 |
| 1909..... | 16 | 440,374.08 | 146,791.36 |
| 1910..... | 17 | 553,312.61 | 184,437.54 |
| 1911..... | 19 | 712,072.52 | 237,357.50 |
| 1912..... | 20 | 898,631.18 | 299,543.69 |
| 1913..... | 20 | 847,684.15 | 282,561.35 |
| 1914..... | 20 | 785,521.93 | 261,840.61 |
| 1915..... | 20 | 811,540.05 | 270,513.34 |
| 1916..... | 21 | 955,447.19 | 327,663.76 |
| 1917..... | 30 | 1,388,341.87 | 483,621.32 |
| 1918..... | 36 | 2,226,899.70 | 815,440.01 |
| 1919..... | 37 | 5,714,937.19 | 2,623,719.24 |
| 1920..... | 37 | 7,956,863.72 | 3,626,418.08 |
| 1921..... | 37 | 11,078,288.39 | 5,119,882.26 |
| 1922..... | 37 | 9,162,491.79 | 4,258,339.83 |
| 1923..... | 37 | 7,403,509.96 | 3,418,523.07 |
| 1924..... | 37 | 6,861,451.62 | 3,214,321.50 |
| 1925..... | 37 | 6,608,431.04 | 3,222,678.10 |
| 1926..... | 37 | 5,838,445.12 | 2,913,660.96 |
| 1927..... | 37 | 7,424,464.85 | 3,706,719.88 |
| 1928..... | 37 | 8,784,420.42 | 4,360,222.86 |
| 1929..... | 37 | 9,212,758.04 | 4,591,110.16 |
| 1930..... | 37 | 8,929,424.27 | 4,463,527.11 |
| 1931..... | 37 | 7,265,350.65 | 3,625,860.66 |
| 1932..... | 37 | 4,214,410.70 | 2,106,457.18 |
| 1933..... | 37 | 3,058,622.91 | 1,529,228.37 |
| 1934..... | 37 | 3,391,768.96 | 1,695,291.35 |
| 1935..... | 37 | 3,107,215.32 | 1,553,273.39 |
| 1936..... | 37 | 3,438,188.53 | 1,718,944.63 |
| 1937..... | 37 | 4,062,753.39 | 2,031,372.49 |
| 1938..... | 37 | 4,686,333.38 | 2,342,971.65 |
| 1939..... | 37 | 4,775,109.01 | 2,387,240.73 |
| 1940..... | 37 | 4,496,702.25 | 2,247,977.06 |
| 1941..... | 37 | 4,805,301.60 | 2,402,650.75 |
| 1942..... | 37 | 3,221,505.02 | 1,610,752.54 |
| 1943..... | 37 | 3,951,745.47 | 1,975,872.73 |
| 1944..... | 37 | 4,675,028.89 | 2,365,507.20 |
| 1945..... | 37 | 5,692,079.85 | 2,898,135.97 |
| 1946..... | 37 | 7,392,946.45 | 3,769,755.43 |
| 1947..... | 37 | 9,597,750.67 | 5,064,601.24 |
| 1948..... | 37 | 11,345,808.93 | 6,176,598.43 |
| 1949..... | 37 | 12,645,251.23 | 6,949,735.96 |
| 1950..... | 37 | 12,863,429.71 | 6,923,703.44 |
| 1951..... | 37 | 15,136,060.35 | 8,058,376.21 |
| TOTALS TO DATE... | | \$240,115,517.86 | \$118,828,815.20 |

APPENDIX No. 6

COUNTY ROAD MILEAGES AND EXPENDITURES

From Inception of County Road Systems to December 31, 1951
Provincial Subsidies on 1951 Expenditures being paid in the 1951-52 Fiscal Year.

| County | Year of Estab- lish- ment of System | ROAD MILEAGES | | | Total Approved Expenditure to end of 1951 | Total Government Grant |
|--|--|-----------------|----------------------------------|----------|---|------------------------------|
| | | County Roads | County Sub- urban Roads | Total | | |
| Brant..... | 1917 | 98.00 | 30.00 | 128.00 | \$ 4,115,941.17 | \$ 2,075,932.36 |
| Bruce..... | 1917 | 303.53 | ..... | 303.53 | 6,247,935.14 | 3,185,185.95 |
| Carleton..... | 1910 | 143.85 | 87.60 | 231.45 | 10,782,215.13 | 5,269,254.13 |
| Dufferin..... | 1918 | 166.20 | ..... | 166.20 | 2,558,941.20 | 1,252,572.49 |
| Elgin..... | 1917 | 260.00 | 19.80 | 279.80 | 5,493,635.07 | 2,732,334.18 |
| Essex..... | 1916 | 197.55 | 45.00 | 242.55 | 8,772,212.36 | 4,381,736.96 |
| Frontenac..... | 1907 | 134.60 | 38.70 | 173.30 | 2,889,657.89 | 1,397,010.20 |
| Grey..... | 1918 | 324.20 | 35.00 | 359.20 | 6,720,972.26 | 3,379,191.84 |
| Haldimand..... | 1912 | 160.15 | ..... | 160.15 | 5,468,464.28 | 2,697,411.74 |
| Halton..... | 1907 | 147.20 | ..... | 147.20 | 3,832,522.60 | 1,846,096.65 |
| Hastings..... | 1904 | 283.67 | 5.00 | 288.67 | 5,326,932.52 | 2,558,072.41 |
| Huron..... | 1917 | 400.15 | ..... | 400.15 | 6,092,351.60 | 3,071,896.96 |
| Kent..... | 1917 | 318.49 | 9.51 | 328.00 | 10,627,160.04 | 5,577,249.12 |
| Lambton..... | 1918 | 221.35 | 12.65 | 234.00 | 4,917,649.22 | 2,439,475.46 |
| Lanark..... | 1903 | 222.10 | 6.00 | 228.10 | 4,538,349.22 | 2,237,503.58 |
| Leeds and Grenville... | 1910 | 301.36 | 21.10 | 322.46 | 6,287,488.16 | 3,023,675.95 |
| Lennox and Addington | 1906 | 162.00 | ..... | 162.00 | 4,192,103.97 | 2,117,858.20 |
| Lincoln..... | 1904 | 161.10 | 16.70 | 177.80 | 6,655,233.25 | 3,124,049.44 |
| Middlesex..... | 1906 | 444.10 | 53.00 | 497.10 | 8,956,828.34 | 4,396,491.89 |
| Norfolk..... | 1917 | 240.30 | ..... | 240.30 | 6,517,084.10 | 3,198,698.26 |
| Northumberland and Durham..... | 1918 | 282.90 | 11.70 | 294.60 | 5,651,656.03 | 2,839,679.78 |
| Ontario..... | 1918 | 217.41 | 14.95 | 232.36 | 4,299,134.87 | 2,146,939.31 |
| Oxford..... | 1904 | 202.10 | 10.20 | 212.30 | 5,756,534.41 | 2,735,236.06 |
| Peel..... | 1907 | 143.20 | ..... | 143.20 | 5,159,974.05 | 2,522,714.53 |
| Perth..... | 1907 | 217.88 | 12.75 | 230.63 | 3,830,091.25 | 1,877,489.88 |
| Peterborough..... | 1919 | 132.80 | 69.00 | 201.80 | 3,017,604.55 | 1,597,954.37 |
| Prescott and Russell.. | 1917 | 336.53 | ..... | 336.53 | 7,523,600.33 | 3,609,096.55 |
| Prince Edward..... | 1907 | 180.28 | ..... | 180.28 | 3,551,648.87 | 1,716,336.42 |
| Renfrew..... | 1918 | 228.30 | ..... | 228.30 | 5,264,115.73 | 2,622,990.55 |
| Simcoe..... | 1903 | 264.00 | ..... | 264.00 | 7,044,761.23 | 3,447,252.86 |
| Stormont, Dundas and Glengarry..... | 1917 | 433.80 | 28.50 | 462.30 | 9,622,083.47 | 4,786,442.11 |
| Victoria..... | 1917 | 227.20 | ..... | 227.20 | 4,321,642.24 | 2,204,330.88 |
| Waterloo..... | 1908 | 135.44 | 74.26 | 209.70 | 7,237,499.79 | 3,619,442.15 |
| Welland..... | 1912 | 146.60 | 17.40 | 164.00 | 7,224,837.38 | 3,454,163.69 |
| Wellington..... | 1903 | 342.90 | 32.50 | 375.40 | 7,728,724.45 | 3,900,647.57 |
| Wentworth..... | 1903 | 138.80 | 53.60 | 192.40 | 7,422,733.66 | 3,576,278.32 |
| York..... | 1911 | 91.01 | 242.89 | 333.90 | 24,465,198.03 | 12,210,122.40 |
| TOTALS..... | | 8,411.05 | 947.81 | 9,358.86 | \$240,115,517.86 | \$118,828,815.20 |

APPENDIX

SUMMARY OF COUNTY

Government Subsidies paid

| NAME OF COUNTY | ROADS | | BRIDGES AND CULVERTS (For 80% Subsidy) | |
|-------------------------------------|-------------------|------------------|---|------------------|
| | Con- struction | Mainte- nance | Con- struction | Mainte- nance |
| Brant..... | \$ 90,016.33 | \$ 70,146.27 | \$ 24,369.59 | \$ 2,021.87 |
| Bruce..... | 221,037.81 | 65,182.28 | 39,530.14 | 3,904.16 |
| Carleton..... | 138,807.13 | 205,245.52 | 46,577.24 | 10,298.51 |
| Dufferin..... | 54,889.20 | 64,555.40 | 4,440.76 | 2,010.68 |
| Elgin..... | 36,952.61 | 313,678.03 | 7,703.60 | 26,858.77 |
| Essex..... | 84,836.94 | 235,916.14 | 8,441.50 | 58,348.98 |
| Frontenac..... | 9,818.86 | 93,119.10 | 14,423.99 | 6,596.71 |
| Grey..... | 46,297.33 | 246,002.31 | 9,947.63 | 18,348.11 |
| Haldimand..... | 198,956.54 | 94,405.81 | 47,112.97 | 3,641.57 |
| Halton..... | 3,435.29 | 144,681.28 | 12,329.40 | 8,256.60 |
| Hastings..... | 55,370.94 | 153,561.80 | 16,329.89 | 6,006.18 |
| Huron..... | 141,621.53 | 156,834.19 | 28,488.55 | 30,651.26 |
| Kent..... | 458,384.66 | 156,542.65 | 263,487.48 | 29,747.49 |
| Lambton..... | 269,299.71 | 193,777.11 | 34,601.54 | 4,433.43 |
| Lanark..... | 50,594.84 | 127,255.33 | 3,931.56 | 11,746.20 |
| Leeds and Grenville..... | 43,751.97 | 173,040.05 | 1,370.25 | 6,281.43 |
| Lennox and Addington..... | 16,604.05 | 192,696.99 | 17,920.61 | 364.17 |
| Lincoln..... | 105,931.72 | 139,196.64 | 29,548.54 | 4,099.68 |
| Middlesex..... | 382,949.12 | 269,332.46 | 38,765.22 | 4,365.24 |
| Norfolk..... | 133,611.83 | 203,881.59 | 16,180.35 | 5,689.65 |
| Northumberland and Durham..... | 90,662.29 | 196,425.11 | 19,341.17 | 2,774.05 |
| Ontario..... | 76,068.32 | 140,564.80 | 4,183.17 | 10,067.15 |
| Oxford..... | 153,284.51 | 181,237.66 | 10,932.90 | 5,523.17 |
| Peel..... | 342,793.27 | 253,565.54 | 24,873.84 | 12,273.77 |
| Perth..... | 52,633.38 | 173,559.41 | 18,641.78 | 15,599.62 |
| Peterborough..... | 24,093.90 | 132,591.01 | 10,358.64 | 15,492.15 |
| Prescott and Russell..... | 197,581.22 | 138,945.01 | 55,590.63 | 17,297.56 |
| Prince Edward..... | 67,564.81 | 74,607.56 | 11,986.48 | 1,080.05 |
| Renfrew..... | 104,052.59 | 132,615.62 | 55,454.37 | 5,086.50 |
| Simcoe..... | 174,236.90 | 195,965.75 | 41,162.53 | 1,856.39 |
| Stormont, Dundas and Glengarry..... | 204,367.96 | 206,662.45 | 9,730.19 | 20,119.86 |
| Victoria..... | 20,193.05 | 118,355.83 | 8,426.94 | 12,466.62 |
| Waterloo..... | 109,548.89 | 229,218.93 | 14,139.52 | 17,558.39 |
| Welland..... | 269,059.51 | 96,546.95 | 11,074.99 | 4,915.56 |
| Wellington..... | 52,140.58 | 273,031.53 | 67,979.24 | 20,080.07 |
| Wentworth..... | 85,314.18 | 324,604.55 | 15,840.64 | 13,106.88 |
| York..... | 738,854.16 | 781,752.32 | 146,614.89 | 23,685.67 |
| TOTALS..... | \$5,305,617.93 | \$6,949,300.98 | \$1,191,832.73 | \$442,654.15 |

No. 7

ROAD EXPENDITURES — 1951

in the 1951-1952 Fiscal Year:

| WINTER CONTROL (Maintenance) | APPROVED EXPENDITURE | | | GOVERNMENT SUBSIDY 50% and 80% |
|------------------------------------|----------------------|------------------|-----------------|--------------------------------------|
| | Con- struction | Mainte- nance | Total | |
| \$ 15,800.93 | \$ 114,385.92 | \$ 87,969.07 | \$ 202,354.99 | \$ 109,094.93 |
| 50,307.49 | 260,567.95 | 119,393.93 | 379,961.88 | 203,011.23 |
| 39,536.30 | 185,384.37 | 255,080.33 | 440,464.70 | 237,295.07 |
| 27,252.63 | 59,329.96 | 93,818.71 | 153,148.67 | 78,509.76 |
| 8,473.63 | 44,656.21 | 349,010.43 | 393,666.64 | 207,202.03 |
| 14,475.76 | 93,278.44 | 308,740.88 | 402,019.32 | 221,046.80 |
| 15,514.73 | 24,242.85 | 115,230.54 | 139,473.39 | 76,042.91 |
| 89,893.30 | 56,244.96 | 354,243.72 | 410,488.68 | 213,733.06 |
| 5,203.80 | 246,069.51 | 103,251.18 | 349,320.69 | 189,886.71 |
| 20,419.64 | 15,764.69 | 173,357.52 | 189,122.21 | 100,736.91 |
| 27,170.84 | 71,700.83 | 186,738.82 | 258,439.65 | 135,920.65 |
| 50,259.48 | 170,110.08 | 237,744.93 | 407,855.01 | 221,669.44 |
| 5,955.37 | 721,872.14 | 192,245.51 | 914,117.65 | 545,029.32 |
| 5,116.35 | 303,901.25 | 203,326.89 | 507,228.14 | 265,324.56 |
| 24,957.86 | 54,526.40 | 163,959.39 | 218,485.79 | 113,946.22 |
| 22,966.67 | 45,122.22 | 202,288.15 | 247,410.37 | 126,000.69 |
| 13,422.55 | 34,524.66 | 206,483.71 | 241,008.37 | 125,989.62 |
| 14,506.13 | 135,480.26 | 157,802.45 | 293,282.71 | 156,735.82 |
| 43,423.62 | 421,714.34 | 317,121.32 | 738,835.66 | 382,356.96 |
| 24,675.09 | 149,792.18 | 234,246.33 | 384,038.51 | 198,580.26 |
| 45,787.33 | 110,003.46 | 244,986.49 | 354,989.95 | 184,129.54 |
| 20,672.99 | 80,251.49 | 171,304.94 | 251,556.43 | 130,053.31 |
| 17,800.25 | 164,217.41 | 204,561.08 | 368,778.49 | 189,326.07 |
| 32,415.40 | 367,667.11 | 298,254.71 | 665,921.82 | 344,105.19 |
| 18,876.20 | 71,275.16 | 208,035.23 | 279,310.39 | 149,927.61 |
| 14,729.76 | 34,452.54 | 162,812.92 | 197,265.46 | 106,387.97 |
| 37,054.06 | 153,171.85 | 193,296.63 | 446,468.48 | 245,100.70 |
| 13,697.83 | 79,551.29 | 89,385.44 | 168,936.73 | 88,388.32 |
| 26,540.30 | 159,506.96 | 164,242.42 | 323,749.38 | 180,036.95 |
| 37,128.15 | 215,399.43 | 234,950.29 | 450,349.72 | 238,080.54 |
| 48,182.46 | 214,098.15 | 274,964.77 | 489,062.92 | 253,486.48 |
| 21,088.31 | 28,619.99 | 151,910.76 | 180,530.75 | 96,533.44 |
| 59,320.42 | 123,688.41 | 306,097.74 | 429,786.15 | 224,402.44 |
| 13,377.77 | 280,134.50 | 114,840.28 | 394,974.78 | 202,284.56 |
| 84,779.25 | 120,119.82 | 377,890.85 | 498,010.67 | 275,423.12 |
| 22,832.29 | 101,154.82 | 360,543.72 | 461,698.54 | 239,533.52 |
| 213,039.62 | 885,469.05 | 1,018,477.61 | 1,903,946.66 | 1,003,063.50 |
| \$1,246,654.56 | \$6,497,450.66 | \$8,638,609.69 | \$15,136,060.35 | \$8,058,376.21 |

APPENDIX No. 8

SUMMARY OF ROAD EXPENDITURES IN ORGANIZED TOWNSHIPS

Approved Expenditure and Government Subsidy on Township, Improvement District, Indian Reserve and Provincial Park Roads Under the Provisions of The Highway Improvement Act, Part IV.

| Year | No. of Townships | Approved Expenditure | | | Government Subsidy |
|--------------|------------------|----------------------|------------------|------------------|--------------------|
| | | Construction | Maintenance | Total | |
| 1920 to 1934 | 172-352 | \$23,718,523.99 | \$34,676,016.07 | \$58,394,540.06 | \$18,743,070.89 |
| 1935 | 353 | 830,871.14 | 2,114,553.23 | 2,945,424.37 | 1,233,806.48 |
| 1936 | 357 | 713,523.32 | 2,275,094.06 | 2,988,617.38 | 1,251,632.43 |
| 1937 | 358 | 1,236,900.18 | 2,620,618.43 | 3,857,518.61 | 1,943,344.98 |
| 1938 | 574 | 1,589,096.89 | 3,237,808.11 | 4,826,905.00 | 2,553,837.97 |
| 1939 | 583 | 1,824,526.20 | 3,568,455.39 | 5,392,981.59 | 2,865,752.12 |
| 1940 | 584 | 1,006,122.02 | 3,499,173.61 | 4,505,295.63 | 2,411,064.90 |
| 1941 | 584 | 1,060,139.17 | 4,392,147.57 | 5,452,286.74 | 2,917,816.44 |
| 1942 | 583 | 19,564.88 | 3,678,736.47 | 3,698,301.35 | 1,978,368.31 |
| 1943 | 584 | 209,424.76 | 5,303,565.76 | 5,512,990.52 | 2,929,508.15 |
| 1944 | 585 | 1,286,828.69 | 4,976,971.21 | 6,263,799.90 | 3,400,704.29 |
| 1945 | 596 | 2,109,532.25 | 5,587,001.62 | 7,696,533.87 | 4,177,608.83 |
| 1946 | 602 | 3,556,210.96 | 5,810,443.63 | 9,366,654.59 | 5,131,432.11 |
| 1947 | 604 | 3,617,421.83 | 8,945,376.93 | 12,562,798.76 | 7,064,222.50 |
| 1948 | 606 | 3,541,316.17 | 10,147,212.91 | 13,688,529.08 | 7,763,289.85 |
| 1949 | 609 | 4,280,533.01 | 10,981,981.15 | 15,262,451.16 | 8,658,125.77 |
| 1950 | 610 | 3,530,730.37 | 12,322,107.86 | 15,852,838.23 | 8,944,246.08 |
| 1951 | 610 | 4,390,826.52 | 14,383,878.75 | 18,774,705.27 | 10,544,324.37 |
| Totals | | \$58,522,092.35 | \$138,521,079.76 | \$197,043,172.11 | \$94,512,156.47 |

NOTE: 572 Townships, 13 Improvement Districts, 23 Indian Reserves and 2 Provincial Parks are represented in the above expenditures for 1951.

APPENDIX

MILEAGE OF ROAD SURFACES

| COUNTY | COUNTY ROADS | | | | |
|---|--------------|-----------------------|--|---|--|
| | Earth | Gravel or Stone | Surface Treated Gravel or Stone | Low-cost Bitumi- nous Surfaces | Mix. Mac. or Asphalt Concrete |
| Brant | 2.30 | 49.27 | 1.50 | 67.00 | 6.93 |
| Bruce ..... | ..... | 198.21 | .49 | 103.13 | .30 |
| Carleton ..... | ..... | 96.85 | 34.20 | 42.80 | 57.60 |
| Dufferin ..... | ..... | 159.50 | ..... | 6.70 | ..... |
| Elgin ..... | ..... | 201.30 | 78.00 | .50 | ..... |
| Essex ..... | ..... | 147.55 | 11.00 | 25.90 | 15.95 |
| Frontenac ..... | ..... | 109.80 | ..... | 62.30 | 1.10 |
| Grey ..... | ..... | 303.58 | 2.30 | 48.98 | ..... |
| Haldimand | 2.30 | 95.65 | 51.20 | ..... | 7.10 |
| Halton ..... | ..... | 105.80 | 1.30 | 18.60 | ..... |
| Hastings ..... | ..... | 225.45 | 28.40 | 14.50 | 18.02 |
| Huron ..... | ..... | 291.82 | 7.54 | 100.29 | ..... |
| Kent ..... | ..... | 149.74 | 3.00 | 102.91 | 50.75 |
| Lambton ..... | ..... | 161.79 | .70 | 56.94 | 6.77 |
| Lanark ..... | ..... | 3.70 | 169.20 | 16.00 | 22.80 |
| Leeds and Grenville | 41.00 | 136.20 | ..... | 74.80 | 67.66 |
| Lennox and Addington ..... | ..... | 73.80 | 42.00 | 16.20 | 30.00 |
| Lincoln | .80 | 25.00 | 103.00 | 34.60 | 2.90 |
| Middlesex ..... | ..... | 382.30 | ..... | 60.10 | 9.60 |
| Norfolk ..... | ..... | 34.55 | ..... | 204.15 | ..... |
| Northumberland and Durham ..... | ..... | 231.40 | 15.50 | 12.00 | 33.50 |
| Ontario ..... | ..... | 185.51 | ..... | 42.21 | ..... |
| Oxford ..... | ..... | 133.65 | ..... | 78.65 | ..... |
| Peel ..... | ..... | 112.70 | 5.10 | 9.60 | 10.40 |
| Perth ..... | ..... | 202.63 | 14.40 | 13.60 | ..... |
| Peterborough ..... | ..... | 183.80 | 1.00 | 17.00 | ..... |
| Prescott and Russell | 2.95 | 252.18 | 38.50 | 26.40 | 16.50 |
| Prince Edward ..... | ..... | 94.68 | 46.00 | 21.90 | 9.10 |
| Renfrew | 14.30 | 131.85 | 45.80 | 33.35 | 2.00 |
| Simcoe ..... | ..... | 247.75 | 5.85 | 10.40 | ..... |
| Stormont, Dundas and Glengarry ..... | ..... | 210.35 | 117.00 | 133.65 | ..... |
| Victoria ..... | ..... | 175.15 | ..... | 44.15 | 7.90 |
| Waterloo ..... | ..... | 141.90 | 18.10 | 23.30 | ..... |
| Welland ..... | ..... | 24.60 | 87.20 | 12.90 | 29.00 |
| Wellington ..... | ..... | 328.00 | 9.50 | 28.20 | ..... |
| Wentworth ..... | ..... | 74.10 | 60.20 | 50.00 | 3.60 |
| York | 5.05 | 85.09 | 5.31 | 141.24 | 78.45 |
| Total County Area | 68.70 | 5767.20 | 1003.29 | 1754.95 | 487.93 |
| Northern Organized Townships ..... | ..... | ..... | ..... | ..... | ..... |
| Unorganized-Twp. and Mining Roads ..... | ..... | ..... | ..... | ..... | ..... |
| GRAND TOTALS | 68.70 | 5767.20 | 1003.29 | 1754.95 | 487.93 |

No. 9

AT THE END OF 1951

ORGANIZED TOWNSHIP ROADS

| Cement Concrete | Total | Earth | Gravel or Stone | Surface Treated Gravel or Stone | Low-cost Bitumi- nous Surfaces | Mix. Mac. or Asphalt Concrete | Cement Concrete | Total |
|--------------------|---------|----------|-----------------------|--|---|--|--------------------|----------|
| 1.00 | 128.00 | 64.30 | 464.00 | 2.80 | ..... | ..... | ..... | 531.10 |
| 1.40 | 303.53 | 166.80 | 1457.80 | ..... | .50 | ..... | ..... | 1625.10 |
| ..... | 231.45 | 169.80 | 878.80 | 6.50 | 5.90 | ..... | ..... | 1061.00 |
| ..... | 166.20 | 62.80 | 691.80 | ..... | ..... | ..... | ..... | 754.60 |
| ..... | 279.80 | 31.50 | 859.00 | ..... | .40 | ..... | ..... | 890.90 |
| 42.15 | 242.55 | 34.55 | 944.08 | 1.60 | .10 | ..... | 47.83 | 1028.16 |
| .10 | 173.30 | 448.10 | 499.90 | ..... | 1.00 | 2.80 | ..... | 951.80 |
| 4.34 | 359.20 | 283.20 | 1779.90 | 2.60 | ..... | ..... | ..... | 2065.70 |
| 3.90 | 160.15 | 126.30 | 463.35 | 7.00 | 4.10 | 7.00 | ..... | 607.75 |
| 21.50 | 147.20 | 9.90 | 435.90 | 1.25 | ..... | ..... | 2.25 | 449.30 |
| 2.30 | 288.67 | 365.00 | 1133.30 | 2.00 | ..... | 1.00 | ..... | 1501.30 |
| .50 | 400.15 | 61.00 | 1420.70 | ..... | 2.55 | ..... | ..... | 1484.25 |
| 21.60 | 328.00 | 66.78 | 1255.95 | ..... | 3.00 | .70 | 0.15 | 1326.58 |
| 7.80 | 234.00 | 190.71 | 1203.04 | 2.00 | .30 | .20 | ..... | 1396.25 |
| 16.40 | 228.10 | 486.40 | 510.30 | ..... | ..... | ..... | ..... | 996.70 |
| 2.80 | 322.46 | 522.30 | 786.00 | ..... | 20.50 | 14.50 | ..... | 1343.30 |
| ..... | 162.00 | 277.70 | 362.60 | 7.50 | .50 | ..... | ..... | 648.30 |
| 11.50 | 177.80 | 185.80 | 444.60 | 8.10 | ..... | ..... | 3.60 | 642.10 |
| 45.10 | 497.10 | 77.60 | 1620.20 | ..... | .20 | ..... | .40 | 1698.40 |
| 1.60 | 240.30 | 210.40 | 742.60 | 13.70 | 31.80 | ..... | ..... | 998.50 |
| 2.20 | 294.60 | 395.60 | 1794.30 | ..... | ..... | ..... | ..... | 2189.90 |
| 4.64 | 232.36 | 213.30 | 890.10 | 7.50 | 3.70 | ..... | ..... | 1114.60 |
| ..... | 212.30 | ..... | 1076.20 | ..... | 7.00 | ..... | ..... | 1083.20 |
| 5.40 | 143.20 | 67.10 | 565.00 | 22.10 | ..... | ..... | ..... | 655.20 |
| ..... | 230.63 | 46.60 | 948.90 | ..... | ..... | ..... | ..... | 995.50 |
| ..... | 201.80 | 196.00 | 734.50 | ..... | ..... | ..... | ..... | 930.50 |
| ..... | 336.53 | 556.20 | 469.00 | .10 | ..... | ..... | ..... | 1025.30 |
| 8.60 | 180.28 | 33.40 | 330.82 | ..... | 1.00 | ..... | ..... | 655.22 |
| 1.00 | 228.30 | 1015.50 | 670.50 | ..... | 2.00 | ..... | ..... | 1688.00 |
| ..... | 264.00 | 267.33 | 1879.72 | ..... | ..... | .60 | ..... | 2147.65 |
| 1.30 | 462.30 | 493.30 | 867.30 | ..... | 6.35 | ..... | 4.75 | 1371.70 |
| ..... | 227.20 | 167.30 | 749.80 | ..... | ..... | ..... | ..... | 917.10 |
| 26.40 | 209.70 | 13.20 | 580.50 | ..... | .50 | ..... | .20 | 594.40 |
| 10.30 | 164.00 | 377.00 | 402.40 | 97.75 | 7.50 | 17.55 | 2.10 | 904.30 |
| 9.70 | 375.40 | 98.30 | 1066.60 | ..... | ..... | ..... | ..... | 1164.90 |
| 4.50 | 192.40 | 82.50 | 448.60 | .70 | ..... | ..... | ..... | 531.80 |
| 18.76 | 333.90 | 256.30 | 1402.35 | 109.80 | 26.10 | 139.55 | 11.00 | 1945.10 |
| 276.79 | 9358.86 | 8120.87 | 32830.41 | 293.00 | 125.00 | 183.90 | 72.28 | 41625.46 |
| ..... | ..... | 1637.70 | 5687.41 | 34.27 | 42.00 | 4.64 | 8.00 | 7414.02 |
| ..... | ..... | 1825.74 | 3177.95 | 2.65 | 13.30 | 2.50 | ..... | 5022.14 |
| 276.79 | 9358.86 | 11584.31 | 41695.77 | 329.92 | 180.30 | 191.04 | 80.28 | 54061.62 |

APPENDIX No. 10

SUMMARY OF EXPENDITURES ON URBAN STREETS — 1951

Approved 1951 Expenditures by Cities, Towns and Villages under Part VII of The Highway Improvement Act

| Municipal Road District No. | Cities (29) Sep. Towns (8) and Beach Commissions (1) | APPROVED EXPENDITURES—1951 | | Urban Total (334) | Government Subsidy 33 1/3% and 50% |
|-----------------------------------|--|----------------------------|-------------------|----------------------|--|
| | | Towns (140) | Villages (156) | | |
| 1 | 713,031.36 | 225,725.14 | 48,016.95 | 986,773.45 | 375,510.41 |
| 2 | 718,490.42 | 126,287.85 | 85,382.78 | 930,161.05 | 345,332.18 |
| 3 | 1,007,233.40 | 167,275.95 | 69,851.21 | 1,244,360.56 | 454,307.97 |
| 4 | 1,695,703.80 | 242,854.05 | 141,791.77 | 2,080,349.62 | 757,557.52 |
| 5 | 84,788.21 | 148,237.30 | 31,777.89 | 264,803.40 | 118,270.26 |
| 6 | 3,620,764.32 | 705,583.63 | 251,593.97 | 4,577,941.92 | 1,685,510.20 |
| 7 | 315,291.76 | 161,257.15 | 41,278.64 | 517,827.55 | 206,365.18 |
| 8 | 432,629.53 | 25,042.79 | 43,128.43 | 500,800.75 | 178,295.47 |
| 9 | 1,927,992.55 | 146,588.61 | 70,536.28 | 2,145,117.44 | 751,226.67 |
| 10 | | 94,234.31 | 18,579.27 | 112,813.58 | 56,406.82 |
| 11 | 222,449.76 | 170,197.32 | 44,768.86 | 437,415.94 | 182,791.34 |
| 12 | | 25,455.19 | 12,535.50 | 37,990.69 | 18,995.36 |
| 13 | 59,405.56 | 36,971.71 | | 96,377.27 | 38,287.72 |
| 14 | | 143,155.13 | 624.68 | 143,779.81 | 71,889.90 |
| 16 | | 120,428.54 | | 120,428.54 | 60,214.27 |
| 17 | 964,214.34 | 83,870.77 | | 1,048,085.11 | 363,340.18 |
| 18 | 110,109.01 | 21,751.15 | 37.40 | 131,897.56 | 47,597.28 |
| 19 | 422,499.49 | 11,850.02 | | 434,349.51 | 146,758.17 |
| 20 | | 144,863.28 | | 144,863.28 | 72,431.64 |
| Total | \$12,294,603.51 | \$2,801,629.89 | \$859,903.63 | \$15,956,137.03 | \$5,931,088.54 |

NOTE: Only 1 Town did not apply for subsidy in 1951

APPENDIX No. 11

MILEAGES OF THE KING'S HIGHWAYS IN ONTARIO

DECEMBER 31, 1951

| County or District | Concrete | Bituminous Pavement | Bituminous Surface | Gravel and Crushed Stone | Totals |
|---------------------------|----------|------------------------|-----------------------|--------------------------------|----------|
| Algoma..... | 32.65 | 113.15 | 30.65 | 26.80 | 203.25 |
| Brant..... | 35.02 | 42.84 | ..... | 10.30 | 88.16 |
| Bruce..... | 18.18 | 86.67 | 8.00 | 59.70 | 172.55 |
| Carleton..... | 15.59 | 96.60 | ..... | 5.43 | 117.62 |
| Cochrane..... | 9.90 | 80.45 | 55.30 | 250.55 | 396.20 |
| Dufferin..... | 41.18 | 1.45 | ..... | 23.13 | 65.76 |
| Dundas..... | 22.04 | 17.32 | 9.17 | 0.63 | 49.16 |
| Durham..... | 4.47 | 37.48 | 12.79 | 39.35 | 94.09 |
| Elgin..... | 63.39 | 35.28 | ..... | 17.55 | 116.22 |
| Essex..... | 62.11 | 91.08 | 9.00 | 14.82 | 177.01 |
| Frontenac..... | 0.31 | 100.88 | 9.56 | 43.58 | 154.33 |
| Glengarry..... | 8.60 | 43.80 | 2.16 | 5.25 | 59.81 |
| Grenville..... | 15.12 | 30.41 | ..... | 3.45 | 48.98 |
| Grey..... | 35.61 | 89.05 | 1.57 | 19.63 | 145.86 |
| Haldimand..... | 0.27 | 68.24 | ..... | 9.93 | 78.44 |
| Haliburton..... | ..... | 45.43 | 0.35 | 14.12 | 59.90 |
| Halton..... | 16.26 | 61.29 | ..... | 4.98 | 82.53 |
| Hastings..... | ..... | 98.58 | 74.71 | 38.87 | 212.16 |
| Huron..... | 54.03 | 85.69 | 7.15 | 60.09 | 206.96 |
| Kenora..... | ..... | 67.07 | 48.60 | 335.76 | 451.43 |
| Kent..... | 82.89 | 92.53 | 1.35 | 1.14 | 177.91 |
| Lambton..... | 75.26 | 70.60 | ..... | 15.03 | 160.89 |
| Lanark..... | ..... | 83.27 | 9.73 | 1.87 | 94.87 |
| Leeds..... | 12.24 | 160.63 | ..... | ..... | 172.87 |
| Lennox and Addington..... | ..... | 66.69 | 50.46 | 12.10 | 129.25 |
| Lincoln..... | 40.74 | 37.88 | ..... | 0.96 | 79.58 |
| Manitowlin..... | ..... | ..... | 7.25 | 10.50 | 17.75 |
| Middlesex..... | 20.76 | 129.53 | ..... | 49.86 | 200.15 |
| Muskoka..... | ..... | 75.64 | 14.69 | 20.35 | 110.68 |
| Nipissing..... | 9.14 | 135.66 | 89.56 | 81.12 | 315.48 |
| Norfolk..... | 23.84 | 38.99 | ..... | 0.28 | 63.11 |
| Northumberland..... | 7.43 | 60.48 | 13.25 | 20.19 | 101.35 |
| Ontario..... | 87.59 | 29.01 | 14.38 | 16.01 | 146.99 |
| Oxford..... | 15.04 | 68.50 | 0.70 | 32.20 | 116.44 |
| Parry Sound..... | 9.95 | 61.50 | 9.05 | 48.40 | 128.90 |
| Peel..... | 9.44 | 66.87 | 8.94 | 22.16 | 107.41 |
| Perth..... | 13.99 | 86.09 | ..... | 33.23 | 133.31 |
| Peterborough..... | 13.49 | 38.47 | 10.57 | 57.28 | 119.81 |
| Prince Edward..... | 4.30 | 43.68 | ..... | 10.38 | 58.36 |
| Prescott..... | 21.40 | 28.10 | ..... | 3.25 | 52.75 |
| Rainy River..... | ..... | 21.80 | 33.60 | 52.35 | 107.75 |
| Renfrew..... | 28.01 | 104.28 | 105.60 | 23.71 | 261.60 |
| Russell..... | 3.03 | 15.84 | ..... | 1.10 | 19.97 |
| Simcoe..... | 70.34 | 135.18 | 16.40 | 44.67 | 266.59 |
| Stormont..... | ..... | 20.87 | 10.69 | 10.00 | 41.56 |
| Sudbury..... | 13.99 | 47.68 | 8.80 | 119.46 | 189.93 |
| Temiskaming..... | ..... | 75.20 | 39.20 | 94.60 | 209.00 |
| Thunder Bay..... | 0.25 | 142.55 | 26.80 | 318.57 | 488.17 |
| Victoria..... | 18.53 | 50.91 | 10.71 | 45.75 | 125.90 |
| Waterloo..... | 24.62 | 30.23 | ..... | 24.31 | 79.16 |
| Welland..... | 37.46 | 74.22 | ..... | 0.58 | 112.26 |
| Wentworth..... | 20.45 | 112.81 | ..... | 34.97 | 168.23 |
| Wellington..... | 58.33 | 48.49 | ..... | 35.94 | 142.76 |
| York..... | 9.83 | 109.60 | ..... | 12.69 | 132.12 |
| Totals..... | 1,167.07 | 3,656.54 | 750.74 | 2,238.93 | 7,813.28 |

APPENDIX No. 12

MILEAGE OF URBAN ROAD SURFACES AT THE END OF 1951

ROADS UNDER LOCAL AUTHORITY

| COUNTY | Earth | Gravel or Stone | Surface Treated Gravel or Stone | Low-cost Bitumi- nous Surfaces | Mix. Mac. or Asphalt Concrete | Cement Concrete Brick, etc. | Total |
|--|--------|-----------------------|--|---|--|-----------------------------------|---------|
| Brant..... | 2.13 | 48.81 | ..... | 5.95 | 15.61 | 11.47 | 83.97 |
| Bruce..... | 7.25 | 71.80 | 14.17 | 15.30 | 7.18 | 1.38 | 117.08 |
| Carleton..... | 50.97 | 12.05 | 109.70 | 98.72 | 127.15 | ..... | 398.59 |
| Dufferin..... | 2.80 | 14.80 | 3.49 | .40 | 5.10 | 5.40 | 31.99 |
| Elgin..... | 19.60 | 12.60 | 16.70 | 18.90 | 28.00 | 3.20 | 99.00 |
| Essex..... | 115.47 | 66.03 | 49.21 | 31.59 | 93.64 | 193.81 | 549.75 |
| Frontenac..... | 2.67 | .36 | 1.60 | 3.42 | 39.04 | .13 | 47.22 |
| Grey..... | 12.81 | 40.97 | 47.69 | 26.12 | 17.92 | 8.59 | 154.10 |
| Haldimand..... | 6.93 | 11.32 | 3.03 | 10.65 | 18.05 | 1.53 | 51.51 |
| Halton..... | .49 | 33.90 | 7.59 | 6.44 | 11.58 | 12.30 | 72.30 |
| Hastings..... | 8.40 | 12.60 | 14.90 | 33.60 | 11.09 | .20 | 80.79 |
| Huron..... | 6.45 | 20.32 | 50.12 | 37.90 | 6.77 | 5.78 | 127.34 |
| Kent..... | 5.10 | 31.25 | 35.38 | 9.24 | 47.96 | 27.46 | 156.39 |
| Lambton..... | 33.72 | 87.53 | 31.29 | 23.75 | 23.44 | 13.83 | 213.56 |
| Lanark..... | 12.57 | 17.44 | 13.30 | 26.02 | 29.20 | 1.00 | 99.53 |
| Leeds and Grenville. Lennox and Addington..... | 15.70 | 15.70 | 10.00 | 31.40 | 17.25 | 2.40 | 92.45 |
| Lincoln..... | 1.00 | 9.39 | 2.60 | 6.50 | 2.60 | 3.40 | 25.49 |
| ..... | 4.40 | 34.90 | 3.15 | 17.75 | 37.13 | 37.19 | 134.52 |
| Middlesex..... | 13.20 | 61.80 | 93.40 | 66.30 | ..... | 6.40 | 241.10 |
| Norfolk..... | 4.70 | 14.70 | 25.20 | 16.20 | 3.40 | 3.10 | 67.30 |
| Northumberland and Durham..... | 25.40 | 47.50 | 50.80 | 21.50 | 36.80 | 6.40 | 188.40 |
| Ontario..... | 25.92 | 48.64 | 80.90 | 23.49 | 4.18 | 45.23 | 228.36 |
| Oxford..... | 8.50 | 29.70 | 30.20 | 48.30 | 12.30 | 11.50 | 140.50 |
| Peel..... | 1.83 | 23.73 | ..... | 11.14 | 10.04 | 1.02 | 47.76 |
| Perth..... | 28.95 | 24.81 | 18.68 | 23.24 | 37.38 | 5.57 | 138.63 |
| Peterborough..... | 5.90 | 21.40 | 50.70 | 9.80 | 18.90 | 3.10 | 109.80 |
| Prescott and Russell. | 3.50 | 5.70 | 7.22 | 5.96 | 5.10 | .50 | 27.98 |
| Prince Edward..... | .60 | 5.70 | 8.30 | 1.00 | 5.00 | ..... | 20.60 |
| Renfrew..... | 13.85 | 20.04 | 28.37 | 1.94 | 19.67 | .15 | 84.02 |
| Simcoe..... | 23.68 | 133.42 | 34.91 | 8.24 | 27.81 | 12.52 | 240.58 |
| Stormont, Dundas and Glengarry..... | 4.22 | 7.02 | 7.95 | 20.79 | 4.86 | 18.02 | 62.86 |
| Victoria..... | 3.00 | 16.00 | 24.80 | 3.40 | 28.75 | ..... | 75.95 |
| Waterloo..... | 53.10 | 14.41 | 72.39 | 31.75 | 78.17 | 16.80 | 266.62 |
| Welland..... | 10.53 | 29.03 | 13.97 | 73.38 | 54.88 | 16.72 | 198.51 |
| Wellington..... | 12.17 | 29.79 | 64.14 | 15.22 | 12.88 | 30.78 | 164.98 |
| Wentworth..... | 3.60 | 60.02 | 1.00 | 87.90 | 175.41 | 1.33 | 329.26 |
| York..... | 25.15 | 67.61 | 10.74 | 11.78 | 593.95 | 39.19 | 748.42 |
| Total County Area.. | 576.26 | 1202.79 | 1037.59 | 884.98 | 1668.19 | 547.40 | 5917.21 |
| Northern Totals..... | 119.33 | 367.84 | 236.95 | 131.76 | 136.02 | 35.22 | 1027.12 |
| Grand Total..... | 695.59 | 1570.63 | 1274.54 | 1016.74 | 1804.21 | 582.62 | 6944.33 |

REPORT OF THE MOTOR VEHICLES BRANCH, 1951

TO THE HONOURABLE GEORGE H. DOUCETT,
Minister of Highways

Sir:

I have the honour to submit herewith a report of the activities of the Motor Vehicles Branch for the year 1951.

This report includes:

- (1) Statistics relating to motor vehicle permits and drivers' licences issued during the 1951 licence year;
- (2) A statement showing the revenue from all sources during the fiscal year, April 1, 1951, to March 31, 1952; and
- (3) Reports of the Accident Records and Statistics, Financial Responsibility, and Public Vehicle Divisions of the Branch for the year 1951.

The summarized information provided in the following preamble is dealt with in detail in the pages of the report.

MOTOR VEHICLE REGISTRATIONS

Motor vehicle registrations totalled 1,205,098 as compared with 1,104,080 in 1950—representing a percentage increase of 9.1. Passenger cars, which made up 79.5 per cent of the total, showed an advance of 8.7 per cent.

There were 221,310 commercial vehicles (excluding buses) registered during the year. This represented 18.4 per cent of the total vehicles registered and an increase of 11.1 per cent from the 1950 total.

As compared with the changes shown above, original passenger (new car) registrations totalled 124,566 or 10.9 per cent below the 1950 figure; while original commercial vehicle registrations (33,500) were 6.0 per cent below the total for the previous year.

During the ten years since 1942, total motor vehicle registrations have increased from 715,380 to 1,205,099—an advance of 68.4 per cent. During the same period, the estimated number of miles travelled by motor vehicles, as shown by taxable gasoline consumption figures, has increased by 124.1 per cent.

DRIVERS' LICENCES

There were 894,438 operators' (including 1,738 motorcycle operators') licences, and 567,100 chauffeurs' licences issued during 1951. The total (1,461,538) was 7.0 per cent above the total (1,366,388) for the previous year.

REVENUE

The net revenue collected during the fiscal year ending March 31, 1952, amounted to \$21,222,202.89 or \$891,507.63 (4.4 per cent) more than the amount collected in 1950.

ACCIDENT RECORDS AND STATISTICS

During 1951 there were 54,920 accidents, involving personal injury or property damage in excess of \$50.00, reported. These accidents resulted in the death of 949 persons, non-fatal injury to 22,557 persons and an estimated property damage loss of \$17,701,576.

The 824 fatal accidents reported (in which 949 persons were fatally injured) represented an increase of 21.5 per cent from the corresponding total (678) for the previous year. Personal injury accidents increased by 12.8 per cent, while those involving property damage only were 32.0 per cent above the 1950 total. These percentage variations may be compared with an increase of 25.7 per cent in total accidents reported.

FINANCIAL RESPONSIBILITY DIVISION

A total of 17,016 suspensions of drivers' licences and/or motor vehicle permits were applied in 1951. Of these 16,415 required the filing of proof of financial responsibility. The balance of 601 were made effective in view of bad operating records or because of unsatisfactory reports with respect to physical or mental condition. This is over twice the number applied in 1947. As of December 31st, 1951, over 50,000 suspensions were in effect.

PUBLIC VEHICLE DIVISION

During the licence-year ending March 31, 1952 there were 5,254 public commercial vehicle operating licences issued, and 15,712 vehicles of all classes were licensed. The increase in the number of licensed operators amounted to 3.2 per cent and in vehicles, 6.3 per cent.

There were 233 public vehicle operating licences while public vehicles licensed totalled 2,832—578 above the 1950 total.

The total revenue collected by this division amounted to \$1,311,991.31 an increase of 9.3 per cent from the previous year.

GENERAL

The increase in motor vehicle registrations, in the number of driving examinations, in accidents reported and suspensions applied and in all operations of the Branch, which began with the lifting of restrictions on vehicle use in 1945, continued through the year 1951. The spectacular expansion in motor vehicle use which has continued since the war has added to the responsibilities and to the volume of work of all divisions of the Branch.

The statistics and related comment contained in this report will serve as an inventory and measurement of the varied work of the Branch and of the problems involved in the operations of the various divisions.

To you, Sir, for your interest and support, to the police and other enforcement agencies and to the staff and representatives of the Branch throughout the Province I extend my sincere thanks for the continued co-operation and support given during the year.

Respectfully submitted,
J. P. BICKELL,
Registrar of Motor Vehicles.

Number of Permits and Licences Issued

The number of drivers' licences and motor vehicle permits issued during each of the five years, 1947 to 1951 and the percentage change between the 1950 and 1951 totals are shown in the following tables:

| CLASS OF LICENCE OR PERMIT | 1947 | 1948 | 1949 | 1950 | 1951 | Inc. |
|----------------------------|------------------|------------------|------------------|------------------|------------------|------------|
| Passenger car..... | 645,252 | 698,384 | 771,709 | 881,143 | 958,082 | 8.7 |
| Commercial vehicle..... | 137,990 | 159,388 | 180,143 | 199,188 | 221,310 | 11.1 |
| Bus..... | 2,940 | 3,201 | 3,455 | 3,612 | 3,961 | 9.7 |
| Dual-purpose vehicle..... | 1,294 | 1,199 | 1,035 | 6,428* | 8,275* | 28.7 |
| Motorcycle..... | 9,471 | 11,086 | 13,027 | 13,709 | 13,470 | -1.7 |
| TOTAL | 796,947 | 873,258 | 969,369 | 1,104,080 | 1,205,098 | 9.1 |
| Trailer..... | 65,714 | 69,425 | 71,521 | 72,519 | 73,495 | 1.3 |
| Operators..... | 683,950 | 742,673 | 781,905 | 836,354 | 894,438 | 6.9 |
| Chauffeurs..... | 403,495 | 466,735 | 496,679 | 530,034 | 567,100 | 7.0 |
| TOTAL | 1,087,445 | 1,209,408 | 1,278,584 | 1,366,388 | 1,461,538 | 7.0 |
| Instruction permits..... | 109,130 | 163,443 | 193,883 | 241,738 | 267,016 | 10.4 |
| Transfers..... | 145,463 | 233,889 | 267,796 | 316,013 | 344,028 | 8.9 |
| "In Transit" permits..... | 11,707 | 8,812 | 11,831 | 18,622 | 27,146 | 45.8 |
| "M" dealers..... | 1,045 | 1,508 | 1,693 | 2,060 | 2,245 | 9.0 |
| "MC" dealers..... | 9 | 16 | 24 | 20 | 18 | -10.0 |

*This classification was broadened to include "Station Wagons" and similar vehicles formerly registered as Commercial Motor Vehicles.

Revenue for Fiscal Year 1951-52

PERMITS AND LICENSES:

| | |
|---------------------------------|------------------------|
| Passenger..... | \$8,014,497.15 |
| Commercial..... | 8,481,735.59 |
| Dual Purpose..... | 81,523.60 |
| Trailers..... | 965,053.78 |
| Motorcycles..... | 22,442.85 |
| Dealers- Automobile..... | \$44,649.00 |
| Motorcycle..... | 42.00 |
| Operators and Instruction..... | 44,691.00 |
| Chauffeurs..... | 956,380.50 |
| Public Vehicles..... | 579,568.40 |
| Public Commercial Vehicles..... | 537,781.62 |
| Garages..... | 768,573.36 |
| Miscellaneous..... | 84,964.00 |
| | 4,286.74 |
| | \$20,541,498.59 |

FEES:

| | |
|--------------------------------|-------------------|
| In Transits..... | \$ 7,214.15 |
| Duplicate Cards..... | 23,696.00 |
| Transfers..... | 300,571.00 |
| Searches and Certificates..... | 8,262.15 |
| Lists..... | 12,194.95 |
| Examinations..... | 40,196.00 |
| | 392,134.25 |

FINES:

| | |
|------------------------------------|------------------------|
| Breach of Highway Traffic Act..... | 288,570.05 |
| | \$21,222,202.89 |

Number of Motor Vehicles Registered in Ontario†

| Year | Passenger | Commercial | Dual Purpose | Motorcycle | Total |
|-----------|-----------|------------|--------------|------------|-----------|
| 1903..... | 178 | ..... | ..... | ..... | 178 |
| 1904..... | 535 | ..... | ..... | ..... | 535 |
| 1905..... | 553 | ..... | ..... | ..... | 553 |
| 1906..... | 1,176 | ..... | ..... | ..... | 1,176 |
| 1907..... | 1,530 | ..... | ..... | ..... | 1,530 |
| 1908..... | 1,754 | ..... | ..... | ..... | 1,754 |
| 1909..... | 2,452 | ..... | ..... | ..... | 2,452 |
| 1910..... | 4,230 | ..... | ..... | ..... | 4,230 |
| 1911..... | 11,339 | ..... | ..... | ..... | 11,339 |
| 1912..... | 16,268 | ..... | ..... | 1,754 | 18,022 |
| 1913..... | 23,700 | ..... | ..... | 2,900 | 26,600 |
| 1914..... | 31,724 | ..... | ..... | 3,633 | 35,357 |
| 1915..... | 42,346 | ..... | ..... | 4,174 | 46,520 |
| 1916..... | 51,589 | 2,786 | ..... | 4,287 | 58,662 |
| 1917..... | 78,861 | 4,929 | ..... | 5,180 | 88,970 |
| 1918..... | 101,599 | 7,529 | ..... | 5,002 | 114,130 |
| 1919..... | 127,860 | 11,428 | ..... | 5,516 | 144,804 |
| 1920..... | 155,861 | 16,204 | ..... | 5,496 | 177,561 |
| 1921..... | 181,978 | 19,554 | ..... | 4,989 | 206,521 |
| 1922..... | 210,333 | 24,164 | ..... | 4,799 | 239,296 |
| 1923..... | 245,815 | 28,612 | ..... | 4,325 | 278,752 |
| 1924..... | 271,341 | 31,488 | ..... | 3,941 | 306,770 |
| 1925..... | 303,736 | 34,690 | ..... | 3,748 | 342,174 |
| 1926..... | 343,992 | 39,012 | ..... | 3,345 | 386,349 |
| 1927..... | 386,903 | 43,442 | ..... | 3,159 | 433,504 |
| 1928..... | 429,426 | 54,714 | ..... | 3,197 | 487,337 |
| 1929..... | 473,222 | 55,218 | 8,226 | 3,541 | 540,207 |
| 1930..... | 490,906 | 61,690 | 5,986 | 3,924 | 562,506 |
| 1931..... | 489,713 | 64,256 | 4,177 | 4,070 | 562,216 |
| 1932..... | 462,923 | 61,347 | 3,239 | 4,088 | 531,597 |
| 1933..... | 453,314 | 59,760 | 2,909 | 4,370 | 520,353 |
| 1934..... | 470,617 | 64,436 | 2,724 | 4,468 | 542,245 |
| 1935..... | 489,610 | 67,590 | 2,370 | 4,506 | 564,076 |
| 1936..... | 514,211 | 70,693 | * | 4,553 | 589,457 |
| 1937..... | 541,802 | 75,687 | 1,847 | 4,582 | 623,918 |
| 1938..... | 580,364 | 81,642 | 1,876 | 5,206 | 669,088 |
| 1939..... | 593,693 | 82,206 | 1,893 | 5,099 | 682,891 |
| 1940..... | 610,576 | 86,038 | 1,855 | 5,403 | 703,872 |
| 1941..... | 636,624 | 95,022 | 1,654 | 5,894 | 739,194 |
| 1942..... | 611,897 | 95,836 | 1,543 | 6,104 | 715,380 |
| 1943..... | 586,036 | 97,717 | 1,447 | 6,415 | 691,615 |
| 1944..... | 568,223 | 99,612 | 1,321 | 5,901 | 675,057 |
| 1945..... | 555,461 | 100,234 | 1,279 | 5,745 | 662,719 |
| 1946..... | 585,604 | 117,217 | 1,303 | 6,982 | 711,106 |
| 1947..... | 645,252 | 140,930 | 1,294 | 9,471 | 796,947 |
| 1948..... | 698,384 | 162,589 | 1,199 | 11,086 | 873,258 |
| 1949..... | 771,709 | 183,598 | 1,035 | 13,027 | 969,369 |
| 1950..... | 881,143 | 202,800 | 6,428♦ | 13,709 | 1,104,080 |
| 1951..... | 958,082 | 225,271 | 8,275 | 13,470 | 1,205,098 |

†Totals do not include trailer permits.

*Included with passenger vehicles.

♦In 1950 and subsequent years, station wagons and similar vehicles included in dual purpose classification.

**Number of Passenger and Commercial Vehicles Registered, by
Counties and Districts 1950 and 1951**

| COUNTY OR DISTRICT | Passenger | | Commercial | | Total Vehicles (Pass. and Comm.) | |
|---------------------------|-----------|---------|------------|--------|-------------------------------------|---------|
| | 1950 | 1951 | 1950 | 1951 | 1950 | 1951 |
| Algoma..... | 10,198 | 11,292 | 3,736 | 4,106 | 13,934 | 15,398 |
| Brant..... | 14,049 | 15,522 | 3,240 | 3,243 | 17,289 | 18,765 |
| Bruce..... | 11,009 | 11,072 | 2,171 | 2,405 | 13,180 | 13,477 |
| Carleton..... | 39,747 | 45,243 | 7,080 | 8,036 | 46,827 | 53,279 |
| Cochrane..... | 6,023 | 6,879 | 2,594 | 2,874 | 8,617 | 9,753 |
| Dufferin..... | 3,668 | 3,805 | 824 | 923 | 4,492 | 4,728 |
| Dundas..... | 3,491 | 3,590 | 724 | 774 | 4,215 | 4,364 |
| Durham..... | 6,416 | 6,907 | 1,362 | 1,461 | 7,778 | 8,368 |
| Elgin..... | 12,276 | 13,018 | 2,704 | 2,998 | 14,980 | 16,016 |
| Essex..... | 41,708 | 44,666 | 9,594 | 9,909 | 51,302 | 54,575 |
| Frontenac..... | 11,681 | 12,664 | 2,951 | 3,140 | 14,632 | 15,804 |
| Glengarry..... | 3,147 | 3,255 | 751 | 827 | 3,898 | 4,082 |
| Grenville..... | 3,917 | 4,366 | 867 | 916 | 4,784 | 5,282 |
| Grey..... | 13,587 | 14,157 | 2,457 | 2,754 | 16,044 | 16,911 |
| Haldimand..... | 6,374 | 6,540 | 1,682 | 1,755 | 8,056 | 8,295 |
| Haliburton..... | 1,376 | 1,567 | 692 | 712 | 2,068 | 2,279 |
| Halton..... | 9,848 | 10,445 | 2,339 | 2,447 | 12,187 | 12,892 |
| Hastings..... | 15,704 | 16,991 | 3,854 | 4,045 | 19,558 | 21,036 |
| Huron..... | 11,669 | 12,199 | 2,556 | 2,806 | 14,225 | 15,005 |
| Kenora..... | 3,302 | 3,907 | 1,969 | 2,300 | 5,271 | 6,207 |
| Kent..... | 20,060 | 21,124 | 5,284 | 5,873 | 25,344 | 26,997 |
| Lambton..... | 15,885 | 17,749 | 3,167 | 3,635 | 19,052 | 21,384 |
| Lanark..... | 7,708 | 7,958 | 1,688 | 1,752 | 9,396 | 9,710 |
| Leeds..... | 7,741 | 8,175 | 1,979 | 2,081 | 9,720 | 10,256 |
| Lennox and Addington..... | 4,496 | 4,592 | 1,144 | 1,281 | 5,640 | 5,873 |
| Lincoln..... | 17,598 | 19,626 | 5,104 | 5,221 | 22,702 | 24,847 |
| Middlesex..... | 33,258 | 37,464 | 6,824 | 7,365 | 40,082 | 44,829 |
| Muskoka..... | 4,323 | 4,521 | 1,702 | 1,785 | 6,025 | 6,306 |
| Nipissing..... | 5,629 | 6,276 | 2,347 | 2,631 | 7,976 | 8,907 |
| Norfolk..... | 9,639 | 10,165 | 2,450 | 2,773 | 12,089 | 12,938 |
| Northumberland..... | 6,308 | 6,635 | 1,678 | 1,835 | 7,986 | 8,470 |
| Ontario..... | 17,460 | 20,596 | 3,537 | 3,810 | 20,997 | 24,406 |
| Oxford..... | 14,883 | 15,731 | 3,559 | 3,840 | 18,442 | 19,571 |
| Parry Sound..... | 3,876 | 4,008 | 1,621 | 1,742 | 5,497 | 5,750 |
| Peel..... | 11,529 | 12,669 | 3,014 | 3,175 | 14,543 | 15,844 |
| Perth..... | 12,970 | 13,131 | 2,348 | 2,558 | 15,318 | 15,689 |
| Peterborough..... | 12,343 | 12,729 | 2,437 | 2,470 | 14,780 | 15,199 |
| Prescott..... | 3,313 | 3,594 | 966 | 1,118 | 4,279 | 4,712 |
| Prince Edward..... | 4,012 | 4,087 | 1,131 | 1,175 | 5,143 | 5,262 |
| Rainy River..... | 2,230 | 2,550 | 1,251 | 1,363 | 3,481 | 3,913 |
| Renfrew..... | 12,045 | 12,600 | 3,181 | 3,392 | 15,226 | 15,992 |
| Russell..... | 2,495 | 2,654 | 805 | 878 | 3,300 | 3,532 |
| Simcoe..... | 20,118 | 21,771 | 5,211 | 5,607 | 25,329 | 27,378 |
| Stormont..... | 7,702 | 8,237 | 1,649 | 1,713 | 9,351 | 9,950 |
| Sudbury..... | 12,484 | 15,019 | 4,144 | 4,684 | 16,628 | 19,703 |
| Thunder Bay..... | 14,512 | 16,061 | 5,052 | 5,777 | 19,564 | 21,838 |
| Timiskaming..... | 8,272 | 9,166 | 3,461 | 3,963 | 11,733 | 13,129 |
| Victoria..... | 6,380 | 6,700 | 1,412 | 1,557 | 7,792 | 8,257 |
| Waterloo..... | 25,904 | 27,982 | 5,129 | 5,392 | 31,033 | 33,374 |
| Welland..... | 23,884 | 27,025 | 5,090 | 5,832 | 28,974 | 32,857 |
| Wellington..... | 14,752 | 17,903 | 2,958 | 3,361 | 17,710 | 21,264 |
| Wentworth..... | 50,424 | 54,949 | 10,951 | 11,153 | 61,375 | 66,102 |
| York..... | 236,755 | 255,555 | 45,767 | 55,398 | 282,522 | 310,953 |
| Non-residents..... | 965 | 995 | 612 | 650 | 1,577 | 1,645 |

Number of Passenger and Commercial Vehicle Registrations, By Cities, 1950 and 1951

| CITIES | Passenger | | Commercial | | Total Vehicles (Pass. and Comm.) | |
|-----------------------|-----------|---------|------------|--------|-------------------------------------|---------|
| | 1950 | 1951 | 1950 | 1951 | 1950 | 1951 |
| Belleville..... | 4,274 | 4,956 | 962 | 993 | 5,236 | 5,949 |
| Brantford..... | 8,654 | 10,019 | 1,774 | 1,861 | 10,428 | 11,880 |
| Chatham..... | 4,995 | 5,753 | 1,689 | 1,723 | 6,684 | 7,476 |
| Cornwall..... | 4,599 | 5,068 | 937 | 967 | 5,536 | 6,035 |
| Fort William..... | 5,372 | 5,820 | 1,493 | 1,555 | 6,865 | 7,375 |
| Galt..... | 3,762 | 4,267 | 865 | 683 | 4,627 | 4,950 |
| Guelph..... | 5,224 | 5,872 | 996 | 1,069 | 6,220 | 6,941 |
| Hamilton..... | 39,016 | 42,528 | 8,027 | 8,120 | 47,043 | 50,648 |
| Kingston..... | 7,523 | 8,319 | 1,306 | 1,358 | 8,829 | 9,677 |
| Kitchener..... | 8,835 | 9,826 | 1,773 | 1,806 | 10,608 | 11,632 |
| London..... | 21,004 | 24,426 | 3,650 | 4,117 | 24,654 | 28,543 |
| Niagara Falls..... | 7,179 | 10,568 | 1,356 | 1,515 | 8,535 | 12,083 |
| North Bay..... | 2,774 | 3,052 | 824 | 1,072 | 3,598 | 4,124 |
| Oshawa..... | 7,667 | 10,168 | 1,392 | 1,713 | 9,059 | 11,881 |
| Ottawa..... | 30,807 | 35,744 | 5,863 | 6,031 | 36,670 | 41,775 |
| Owen Sound..... | 3,606 | 3,964 | 738 | 808 | 4,344 | 4,772 |
| Peterborough..... | 7,838 | 8,467 | 1,249 | 1,342 | 9,087 | 9,809 |
| Port Arthur..... | 4,970 | 5,666 | 1,328 | 1,467 | 6,298 | 7,133 |
| St. Catharines..... | 9,024 | 10,251 | 1,848 | 1,946 | 10,872 | 12,197 |
| St. Thomas..... | 4,395 | 4,726 | 740 | 764 | 5,135 | 5,490 |
| Sarnia..... | 5,867 | 7,277 | 991 | 1,253 | 6,858 | 8,530 |
| Sault Ste. Marie..... | 5,561 | 6,281 | 1,436 | 1,484 | 6,997 | 7,765 |
| Stratford..... | 4,005 | 4,106 | 714 | 759 | 4,719 | 4,865 |
| Sudbury..... | 6,220 | 7,643 | 1,691 | 2,008 | 7,911 | 9,651 |
| Toronto..... | 194,873 | 207,814 | 42,608 | 45,445 | 237,481 | 253,259 |
| Waterloo..... | 2,595 | 2,859 | 710 | 783 | 3,305 | 3,642 |
| Welland..... | 4,446 | 5,313 | 926 | 901 | 5,372 | 6,214 |
| Windsor..... | 23,931 | 25,632 | 5,294 | 5,741 | 29,225 | 31,373 |
| Woodstock..... | 3,202 | 3,545 | 720 | 816 | 3,922 | 4,361 |

Report of the Accident Records and Statistics Division

During 1951 there were 54,920 accidents reported to this Division, comprising 824 fatal accidents, 15,653 personal injury accidents and 38,443 mishaps involving property damage (in excess of \$50.00) only. These accidents resulted in the loss of 949 lives, injury to 22,557 persons and a property damage loss to vehicles and other property amounting to \$17,701,576.

As compared with the 25.7 per cent increase in total accidents reported, fatal accidents increased 21.5 per cent from the 1950 figure, while personal injury and property damage only accidents advanced 12.8 per cent and 32.0 per cent, respectively. (Further statistical information is provided in the tables appended.)

The continued increase in accidents which has been experienced since the termination of the War and the lifting of travel restrictions in 1945, continued throughout 1951. As has been previously noted, a large share of the advance has involved accidents of the "property damage only" type. There have been several factors contributing to this situation including: increased vehicles in use and increased use of such vehicles; a greater volume of tourist travel; greater attention to accident reporting; and the inflated costs of labour and repairs which has brought a larger number of accidents into the "\$50.00-and-over" damage class.

It has long been observed that the accident trend closely parallels the trend in general business conditions. Steps which have been taken to reduce accidents have not fully offset the upswing which has been experienced during the extended period of general business activity and prosperity since the War.

While the accident problem is to a large extent a local problem requiring adequate local enforcement and other means and machinery for improving safety, the Department has accepted a large measure of responsibility in initiating and supporting efforts to prevent accidents.

In the belief that safety training should begin at an early age, materials have been made available to assist both parents and teachers. During 1951, more than 200,000 copies of a colouring book, "The ABC's of Traffic Safety" were distributed to junior grade pupils in addition to other teaching aids.

Assistance in various forms was also given to police departments, and community and safety organizations in recognition of the fact that traffic safety is a co-operative activity designed to gain the interest and support of every individual citizen.

Radio programmes and spot announcements relating to safety were regularly broadcast from virtually every station in Ontario. Through the co-operation of motion picture theatre operators, a short film was shown to theatre-goers throughout the Province. Both projects, which received widespread favourable comment, were supplementary to the other efforts continually being made, through all forms of publicity media, to keep motorists and pedestrians safety conscious.

Since the ultimate success in the prevention of accidents is dependent upon the individual and his attitude towards safety, a large share of the work of this Division is directed to individual drivers. Unprecedented attention is being given to driving and conviction records, to the re-examination of drivers' vision, driving ability and physical condition. More consideration is being directed to the physically and mentally handicapped. Efforts have been made to instruct and supervise driving examiners, in the belief that adequate tests have a fundamental value in the field of accident prevention. Penalties for driving offences

have been made more severe, suspensions have been applied in greater number than at any time in the past, and various other activities have been accelerated to bring about a greater measure of driver control and driver interest.

It is generally recognized that the driver is the predominant factor in the causation of accidents. If all drivers could be persuaded to drive their best at all times the problem of accidents would be quickly overcome. It would seem that safety educational efforts should be carried on with this in mind.

Among the obstacles to the development of a clearer understanding of the need for safe behaviour, is the fact that a large share of the drivers infrequently become involved in accidents. Drivers in reported accidents during 1951 made up about six per cent of all licensed drivers. The fact that in any one year, a large percentage of drivers remain accident-free undoubtedly contributes to over-confidence; to a tendency to minimize likelihood of accident; to the development of a high regard for the individual's estimation of his ability and skill; and to the belief that a period of accident-free driving is, in itself, proof of driving competence.

If these driving attitudes can be replaced by a more accurate assessment of the demands of safety, a much more rapid reduction in needless accidents will be achieved. Chance-taking combined with growing traffic density can only result in a heavier accident toll.

STATISTICS RELATING TO MOTOR VEHICLE TRAFFIC ACCIDENTS* IN ONTARIO — 1951

In the following tables, comparative figures are shown for the calendar years 1950 and 1951. The average annual totals for the ten-year period 1942 to 1951, are also shown:

| | 10 Year Average (1942-1951) | 1950 | 1951 | % Increase from 1950 |
|---|-----------------------------------|------------|------------|-------------------------------|
| Fatal Accidents..... | 621 | 678 | 824 | 21.5 |
| Personal Injury Accidents..... | 9,729 | 13,871 | 15,653 | 12.8 |
| Property Damage Only Accidents..... | 14,561 | 29,132 | 38,443 | 32.0 |
| Total Accidents Reported..... | 24,911 | 43,681 | 54,920 | 25.7 |
| Number of Persons Fatally Injured..... | 694 | 791 | 949 | 20.0 |
| Number of Persons Non-Fatally Injured..... | 13,723 | 19,940 | 22,557 | 13.1 |
| Amount of Property Damage Reported..... | \$6,364,894 | 12,964,380 | 17,701,576 | 36.5 |
| Number of Drivers Involved in All Accidents..... | 39,833 | 72,788 | 92,631 | 27.3 |
| Number of Drivers Involved in Fatal Accidents..... | 775 | 904 | 1,085 | 20.0 |
| Number of Vehicles Involved in All Accidents..... | 41,790 | 76,470 | 97,636 | 27.7 |
| Number of Vehicles Involved in Fatal Accidents..... | 797 | 921 | 1,119 | 21.5 |
| Number of Motor Vehicles Registered..... | 840,455 | 1,104,080 | 1,205,023 | 9.1 |
| Number of Licensed Drivers..... | 1,130,659 | 1,366,388 | 1,461,538 | 7.0 |
| Percentage Increase in Gasoline Consumption..... | | | | 10.7 |
| Mileage Rate † (based on gas. consumption figures) | 11.3 | 8.6 | 9.3 | |
| Death Rate per 10,000 Vehicles Registered..... | 8.3 | 7.2 | 7.9 | |
| Death Rate per 100,000 Population ‡..... | 16.4 | 17.5 | 20.6 | |
| Classification of Persons Fatally Injured | | | | |
| Drivers..... | 161 | 204 | 249 | 22.1 |
| Passengers..... | 193 | 252 | 302 | 19.8 |
| Pedestrians..... | 280 | 275 | 339 | 23.3 |
| Others..... | 4 | | 4 | |
| Bicyclists..... | 33 | 24 | 35 | 45.8 |
| Motorcycle Drivers..... | 18 | 29 | 17 | 41.4 |
| Motorcycle Passengers..... | 5 | 7 | 3 | 57.1 |
| Total Killed..... | 694 | 791 | 949 | 20.0 |
| Classification of Persons Non-Fatally Injured | | | | |
| Drivers..... | 3,308 | 5,306 | 6,359 | 19.8 |
| Passengers..... | 5,705 | 8,756 | 9,988 | 14.1 |
| Pedestrians..... | 3,336 | 4,029 | 4,287 | 6.4 |
| Others..... | 93 | 112 | 114 | 1.8 |
| Bicyclists..... | 816 | 898 | 995 | 10.8 |
| Motorcycle Drivers..... | 359 | 668 | 654 | 2.1 |
| Motorcycle Passengers..... | 106 | 171 | 160 | 6.4 |
| Total Injured..... | 13,723 | 19,940 | 22,557 | 13.1 |
| Location of Accidents | | | | |
| Cities..... | 11,363 | 18,917 | 23,706 | 25.3 |
| Towns..... | 1,500 | 2,961 | 3,966 | 33.9 |
| Villages..... | 410 | 807 | 1,080 | 33.8 |
| (Urban Streets)..... | (13,273) | (22,685) | (28,752) | 26.7 |
| King's Highways..... | 7,352 | 12,857 | 15,617 | 21.5 |
| County Roads..... | 2,384 | 4,414 | 5,757 | 30.4 |
| Township Roads..... | 1,902 | 3,725 | 4,794 | 28.7 |
| (Rural Roads)..... | (11,638) | (20,996) | (26,168) | 24.6 |
| Total..... | 24,911 | 43,681 | 54,920 | 25.7 |

*Involving personal injury or property damage in excess of \$50.00.

†Number of persons fatally injured per 100,000,000 miles travelled.

‡Estimated Ontario population 4,597,542 (1951).

| | 10 Year Average (1942-1951) | 1950 | 1951 | % Increase from 1950 |
|--|-----------------------------------|--------|--------|-------------------------------|
| Accidents by Road Location | | | | |
| Street Intersections | 7,176 | 12,112 | 15,160 | 25.2 |
| Between Street Intersections | 5,355 | 8,912 | 11,544 | 29.5 |
| Rural Intersections | 1,993 | 4,161 | 5,163 | 24.1 |
| Straight Road | 6,425 | 10,237 | 13,261 | 29.5 |
| Private Driveway | 676 | 1,964 | 2,392 | 21.8 |
| Curve | 1,752 | 3,359 | 4,107 | 22.3 |
| Hill | 926 | 1,929 | 2,039 | 5.7 |
| R.R. crossing (a) Man on duty or gates | 26 | 40 | 47 | 17.5 |
| (b) Automatic signal | 48 | 51 | 90 | 76.5 |
| (c) Unguarded | 183 | 252 | 307 | 21.8 |
| Bridge | 350 | 663 | 808 | 21.9 |
| On ferry or dock | 1 | 1 | 2 | .... |
| Total | 24,911 | 43,681 | 54,920 | 25.7 |
| Age of Persons Fatally Injured | | | | |
| 0-4 years | 43 | 47 | 45 | -4.3 |
| 5-14 years | 78 | 92 | 98 | 6.5 |
| 15-35 years | 228 | 265 | 324 | 22.3 |
| 36-54 years | 143 | 179 | 206 | 15.1 |
| 55-64 years | 76 | 73 | 96 | 31.5 |
| 65 years and over | 126 | 135 | 180 | 33.3 |
| Total | 694 | 791 | 949 | 20.0 |
| Age of Persons Non-Fatally Injured | | | | |
| 0-4 years | 624 | 989 | 1,103 | 11.5 |
| 5-14 years | 1,805 | 2,347 | 2,737 | 16.6 |
| 15-35 years | 6,230 | 9,483 | 10,903 | 15.0 |
| 36-54 years | 2,812 | 4,043 | 4,586 | 13.4 |
| 55-64 years | 957 | 1,259 | 1,403 | 11.4 |
| 65 years and over | 714 | 988 | 1,131 | 14.5 |
| Not stated | 581 | 831 | 694 | .... |
| Total | 13,723 | 19,940 | 22,557 | 13.1 |
| All Accidents by Light Conditions | | | | |
| Daylight | 14,217 | 25,424 | 32,024 | 26.0 |
| Dusk | 1,132 | 2,028 | 2,747 | 35.4 |
| Dark | 9,546 | 16,201 | 20,119 | 24.2 |
| Not stated | 16 | 28 | 30 | .... |
| Total | 24,911 | 43,681 | 54,920 | 25.7 |
| Fatal Accidents by Light Conditions | | | | |
| Daylight | 302 | 335 | 386 | 15.2 |
| Dusk | 28 | 42 | 46 | 9.5 |
| Dark | 291 | 301 | 391 | 29.9 |
| Not stated | ..... | ..... | 1 | .... |
| Total | 621 | 678 | 824 | 21.5 |
| All Accidents by Road Surface | | | | |
| Dry Surface | 14,748 | 25,038 | 30,825 | 23.1 |
| Wet Surface | 4,507 | 8,021 | 10,854 | 35.3 |
| Muddy Surface | 85 | 197 | 258 | 31.0 |
| Snowy Surface | 2,156 | 3,895 | 4,793 | 23.0 |
| Icy Surface | 3,415 | 6,530 | 8,190 | 25.4 |
| Total | 24,911 | 43,681 | 54,920 | 25.7 |

| | 10 Year Average (1942-1951) | 1950 | 1951 | % Increase from 1950 |
|---|-----------------------------------|----------|----------|-------------------------------|
| Drivers in All Accidents by Age Group♦ | | | | |
| Under 18 years..... | 1,390 | 2,425 | 3,290 | 35.7 |
| 18-24 years..... | 9,693 | 18,988 | 23,545 | 24.0 |
| 25-40 years..... | 17,024 | 31,090 | 39,696 | 27.7 |
| 41-54 years..... | 7,564 | 13,119 | 16,842 | 28.4 |
| 55-64 years..... | 2,621 | 4,455 | 5,727 | 28.5 |
| 65 years and over..... | 1,013 | 1,808 | 2,331 | 28.9 |
| Not stated..... | 528 | 903 | 1,200 | ... |
| Total..... | 39,833 | 72,788 | 92,631 | 27.3 |
| Experience of Drivers | | | | |
| Less than three months..... | 438 | 1,034 | 1,168 | 13.0 |
| 3-6 months..... | 272 | 615 | 720 | 17.1 |
| 6-12 months..... | 386 | 753 | 1,105 | 46.7 |
| 1-4 years..... | 6,890 | 13,351 | 17,786 | 33.2 |
| 5 years and over..... | 30,074 | 54,231 | 68,030 | 25.4 |
| Not stated..... | 1,773 | 2,804 | 3,822 | ... |
| Total..... | 39,833 | 72,788 | 92,631 | 27.3 |
| Day of Occurrence | | | | |
| Sunday..... | 3,577 | 6,970 | 8,629 | 23.8 |
| Monday..... | 3,179 | 5,538 | 7,100 | 28.2 |
| Tuesday..... | 2,976 | 4,993 | 6,294 | 26.1 |
| Wednesday..... | 2,936 | 4,850 | 6,334 | 30.6 |
| Thursday..... | 3,106 | 5,246 | 6,552 | 24.9 |
| Friday..... | 3,827 | 6,792 | 8,363 | 23.1 |
| Saturday..... | 5,310 | 9,292 | 11,648 | 25.3 |
| Total..... | 24,911 | 43,681 | 54,920 | 25.7 |
| Month of Occurrence | | | | |
| January..... | 1,843 | 3,047 | 4,309 | 41.4 |
| February..... | 1,688 | 3,055 | 3,808 | 24.6 |
| March..... | 1,742 | 3,163 | 3,696 | 16.8 |
| (1st Quarter)..... | (5,273) | (9,265) | (11,813) | 27.5 |
| April..... | 1,505 | 2,553 | 3,229 | 26.5 |
| May..... | 1,723 | 2,745 | 3,682 | 34.1 |
| June..... | 1,960 | 3,431 | 4,361 | 27.1 |
| (2nd Quarter)..... | (5,188) | (8,729) | (11,272) | 29.1 |
| July..... | 2,134 | 3,971 | 4,855 | 22.3 |
| August..... | 2,158 | 3,889 | 4,519 | 16.2 |
| September..... | 2,319 | 4,032 | 5,380 | 33.4 |
| (3rd Quarter)..... | (6,611) | (11,892) | (14,754) | 24.1 |
| October..... | 2,374 | 4,161 | 4,958 | 19.1 |
| November..... | 2,603 | 4,755 | 5,653 | 18.9 |
| December..... | 2,862 | 4,879 | 6,470 | 32.6 |
| (4th Quarter)..... | (7,839) | (13,795) | (17,081) | 23.8 |
| Total..... | 24,911 | 43,681 | 54,920 | 25.7 |
| Fatal Accidents by Month of Occurrence | | | | |
| January..... | 34 | 45 | 45 | ... |
| February..... | 31 | 30 | 43 | 43.3 |
| March..... | 36 | 29 | 50 | 72.4 |
| (1st Quarter)..... | (101) | (104) | (138) | 32.7 |
| April..... | 40 | 31 | 60 | 93.5 |
| May..... | 43 | 58 | 58 | ... |
| June..... | 51 | 52 | 73 | 40.4 |

♦The percentage distribution of drivers in accidents and drivers licensed during 1951, by age groups, was as follows (percentage of drivers licensed in each age class is shown in parenthesis): Age **under 18**, 3.6% (3.1%); **18-24**, 25.8% (15.8%); **25-40**, 43.4% (41.9%); **41-54**, 18.4% (24.8%); **55-64**, 6.3% (9.7%); **65 and over**, 2.5% (4.7%).

| | 10 Year Average (1942-1951) | 1950 | 1951 | % Increase from 1950 |
|--|-----------------------------------|--------|--------|-------------------------------|
| (2nd Quarter)..... | (134) | (141) | (191) | 35.5 |
| July..... | 56 | 75 | 85 | 13.3 |
| August..... | 62 | 71 | 80 | 12.7 |
| September..... | 70 | 76 | 89 | 17.1 |
| (3rd Quarter)..... | (188) | (222) | (254) | 14.4 |
| October..... | 75 | 96 | 84 | -12.5 |
| November..... | 65 | 65 | 85 | 30.8 |
| December..... | 58 | 50 | 72 | 44.0 |
| (4th Quarter)..... | (198) | (211) | (241) | 14.2 |
| Total..... | 621 | 678 | 824 | 21.5 |
| Licence and/or Permit Suspensions for: | | | | |
| Convictions for Infractions of Highway | | | | |
| Traffic Act, or Criminal Code..... | 8,589 | 14,674 | 15,794 | 7.6 |
| Failure to Satisfy Judgment..... | 227 | 559 | 621 | 11.1 |
| Unsatisfactory Operating Record..... | 470 | 767 | 601 | -21.6 |
| Total..... | 9,286 | 16,000 | 17,016 | 6.3 |

Statistics Relating to Motor Vehicle Accidents in Ontario Cities, 1950 and 1951

| City | Accidents | | Number of Persons Fatally Injured | | Number of Persons Non-Fatally Injured | |
|---------------------|-----------|--------|--------------------------------------|------|--|-------|
| | 1950 | 1951 | 1950 | 1951 | 1950 | 1951 |
| Belleville..... | 125 | 147 | 4 | 1 | 30 | 42 |
| Brantford..... | 302 | 277 | 3 | 2 | 133 | 96 |
| Chatham..... | 233 | 259 | 1 | 3 | 96 | 78 |
| Cornwall..... | 247 | 293 | 2 | .. | 74 | 104 |
| Fort William..... | 347 | 393 | 2 | 4 | 107 | 137 |
| Galt..... | 138 | 126 | 3 | 1 | 68 | 58 |
| Guelph..... | 247 | 331 | 2 | 2 | 89 | 117 |
| Hamilton..... | 2,277 | 3,351 | 12 | 26 | 708 | 891 |
| Kingston..... | 392 | 461 | 4 | .. | 161 | 179 |
| Kitchener..... | 410 | 546 | 2 | 2 | 226 | 247 |
| London..... | 1,909 | 2,299 | 15 | 11 | 458 | 425 |
| Niagara Falls..... | 148 | 184 | 2 | 2 | 70 | 90 |
| North Bay..... | 147 | 195 | 1 | .. | 52 | 61 |
| Oshawa..... | 97 | 124 | 2 | 4 | 59 | 101 |
| Ottawa..... | 1,576 | 1,920 | 13 | 22 | 661 | 703 |
| Owen Sound..... | 122 | 166 | 3 | 1 | 47 | 36 |
| Peterborough..... | 254 | 267 | 3 | 2 | 74 | 83 |
| Port Arthur..... | 115 | 154 | 5 | 8 | 81 | 104 |
| St. Catharines..... | 357 | 400 | 2 | 2 | 115 | 110 |
| St. Thomas..... | 47 | 52 | 1 | 3 | 37 | 31 |
| Sarnia..... | 453 | 824 | 5 | 7 | 121 | 190 |
| S.S. Marie..... | 329 | 451 | 2 | 3 | 106 | 137 |
| Stratford..... | 123 | 147 | 2 | .. | 41 | 60 |
| Sudbury..... | 93 | 104 | 1 | 4 | 42 | 43 |
| Toronto..... | 5,817 | 7,154 | 46 | 50 | 3,220 | 3,479 |
| Welland..... | 164 | 177 | .. | 2 | 67 | 58 |
| Windsor..... | 2,144 | 2,490 | 20 | 10 | 874 | 840 |
| Woodstock..... | 205 | 274 | 2 | 2 | 91 | 93 |
| Waterloo..... | 99 | 140 | 1 | 2 | 34 | 35 |
| Total..... | 18,917 | 23,706 | 161 | 176 | 7,942 | 8,628 |

Report of the Financial Responsibility Division

In the administration of the financial responsibility provisions of the Highway Traffic Act, we are chiefly dealing with the indemnification of accidents, i.e., consequences rather than causes. The preceding report of the Accident Records and Statistics Division has dealt at some length with the latter phase. This report reflects mainly the consequences, and is accompanied by summaries showing the scope of operations for the year. Comment will be made only with respect to the most significant items.

No serious complaints having been received with respect to the law as in effect since 1947, the 1951 session of the legislature did not see fit to enact any major amendments. To give the reader a proper perspective, the basic provisions of the law might bear repeating. These require the automatic suspension of the driver's licence and motor vehicle permits of every person:

- (a) convicted of an offence under the Highway Traffic Act following involvement in an accident;
- (b) convicted of an offence under the Criminal Code involving the use of a motor vehicle;
- (c) convicted of an offence under the Highway Traffic Act and driver's licence or motor vehicle permit suspended by the Court;
- (d) failing to satisfy a judgment for damages arising out of a motor vehicle accident.

The suspensions are effective:

- (a) for the period set by the court, and
- (b) until the licensee has satisfied any outstanding judgment against him, and
- (c) has filed proof of financial responsibility to the limits of \$5,000 for death or injury to one person, and subject to such limit, \$10,000 for two or more persons, and \$1,000 for damage to property arising out of one accident.

The increase of 7.75 per cent in the number of suspensions (16,415), made effective under this legislation has a direct relation to the increase in the number of convictions reported by courts, 100,000 as compared with 94,251 in 1950, an increase of 6.3 per cent.

It will be noted from the attached tables that approximately one half of those, whose driving privileges are suspended, are successful in securing reinstatement by filing proof of financial responsibility and that this is done almost entirely by means of insurance certificates. It is estimated that about 77 per cent of all motor vehicles registered in Ontario are insured. Apparently therefore a number of insured who come under the Financial Responsibility requirements have difficulty in securing certificates. No doubt in many instances there are good and sufficient reasons for this. On the other hand there are numerous cases, where having regard to records of this Branch, there is nothing to warrant refusal or outright cancellation of a risk. Where the insurer refuses to file, the person under suspension must find another carrier or may have to resort to the Automobile Assigned Risk Plan. This all consumes time during which the Department must enforce a suspension. We are apprehensive that some of the public may have a justifiable complaint and urge that all interests review this situation very carefully with a view to eliminating any unwarranted delay which may be prevalent in the issuing of Financial Responsibility insurance certificates.

There are certain phases of the general motor vehicle law administration which, although not part of the Financial Responsibility law, are so closely related thereto, that they should not be ignored in this report. In this connection it should be reported that in 1951 a very important amendment was made to section 285 of the Criminal Code, (a federal statute), which is particularly related to motor vehicles. Sub-section (4) has for a number of years made it an offence to drive or have the care or control of a motor vehicle while intoxicated or under the influence of any narcotic. A new sub-section, (4A), makes it an offence to drive, or have care or control of a motor vehicle, while ability to drive is impaired by alcohol or any drug. It was intended that this new offence be a less serious offence than that of driving while intoxicated. The penalties for conviction under the new offence are therefore lesser than for drunk driving. Provision is also made whereby the court, after hearing the evidence on a charge laid for "driving while intoxicated," may reduce the charge to "driving while ability is impaired". Upon conviction for a first offence of driving while intoxicated the penalty is imprisonment for a period of not less than seven days without the option of a fine; for a second offence not less than one month imprisonment; for a subsequent offence not less than three months. Corresponding penalties for driving while ability impaired are: first offence—fine of \$50.00 to \$500.00 or imprisonment up to three months or both; second offence—imprisonment for not less than 14 days; subsequent offence—imprisonment for not less than three months.

Under provincial legislation in Ontario the motorist convicted of driving while intoxicated loses his driver's licence and motor vehicle permit for three months for a first offence, six months for a second offence and one year for a subsequent offence, (double these periods if offence results in any injury to any person or damage to any property). Under the Code the magistrate may prohibit driving for any period up to three years. A table appended hereto indicates the extent to which drivers were affected by this legislation. In addition, the motor vehicle being operated at the time of the offence is impounded for three months, if owned by, or registered in the name of the convicted person, or in the name of the husband, wife, parent, or dependent child of such person. Where an owner's permit is suspended or the motor vehicle impounded, the department will not approve of the transfer of ownership or release the permit and plates, for the purpose of resale, until the period of suspension has expired. In addition to the foregoing penalties, the licence and permits are further suspended until proof of financial responsibility is given. The new offence of driving while ability impaired did not become law until July 1st (after the close of the 1951 session of the provincial legislature), and no opportunity has been afforded to apply any penalties under the Highway Traffic Act. The Minister, pursuant to special authority vested in him under the Act is, however, suspending the driving privileges of persons convicted of such offence until they give proof of financial responsibility. As has previously been stated the law makers intended that this be a less serious offence than drunk driving. Whether any provision should be made in the Act for suspension or impoundment is a question which can only be answered by studying the experience over the next few months. It is however respectfully suggested that consideration be given to providing authority under the code whereby the court may prohibit driving in those cases where the evidence indicates that such action is warranted.

The enforcement picture is generally gratifying and we extend to all police

agencies our gratitude for their co-operation in this respect. Their untiring efforts are an important contribution to greater highway safety and the protection of the public which the law intends. The Provincial Police are called upon to cover a wide range of rural enforcement outside the urban municipalities. In the more thickly populated municipalities it is realized that enforcement is an additional burden which demands taking officers from other important work and we especially commend the officials for their efforts.

The steady increase in the number of persons convicted of driving while under suspension, (600 in 1951), although partly due to an increase in the number of suspensions applied would seem to indicate an increasing disregard for the law which is causing some apprehension. It is the opinion of this Division that driving while under suspension is a serious offence. A suspension which is justified under any provision of the law should compel respect. Although it is not within the province of the Registrar to advise a magistrate what penalties to impose, it is respectfully suggested that to compel respect the penalty, where a conviction is registered, should be of sufficient severity to act as a deterrent to others. Under present legislation conviction for an offence of operating a motor vehicle the permit for which has been suspended, or for procuring a permit while under suspension results in the outright forfeiture of the motor vehicle to the Crown. This is in addition to any penalty imposed by the court. In 1951 a total of 56 motor vehicles were confiscated and sold, the monies derived from the sale going to the public treasury. It is emphasized that confiscation is a mandatory provision of the Highway Traffic Act.

The Unsatisfied Judgment Fund

In dealing with this important subject a brief review of the legislation and its effect over the past three years would seem desirable. Legislation providing for the creation of the Unsatisfied Judgment Fund became effective on July 1st, 1947. It provides for the payment out of the Fund, on Court orders, of judgments for damages arising out of motor vehicle accidents which cannot be collected from the owner and/or driver against whom the judgment is recovered. Payments are limited to the amounts of \$5,000 for death or injury to one person, subject to such limit, \$10,000 to two or more persons and \$1,000 damage to property, arising out of any one accident, plus costs as taxed on a party and party basis. It also provides that in the case of an accident where the driver and/or owner of the vehicle responsible are not identified, (the so-called "hit-and-run" accident), an action may be commenced against the Registrar of Motor Vehicles for damages for death or personal injury and upon recovering a judgment against such official, payment of same is made out of the Fund up to the limits as previously stated.

The Fund is maintained by the collection of a small annual fee which may not exceed \$1.00, from each person to whom is issued a driver's licence. In order that some practical experience might be available upon which to base the setting of a fee which would be sufficient to carry the Fund an amount of \$200,000 was borrowed from the Consolidated Revenue Fund to cover operation during the first 18 months. In that period \$140,527.33 was paid out but no fee was collected in either the year 1947 or 1948. The fee for 1949 was set at 50c. During such year the fees collected plus the re-payments to the Fund amounted to \$637,755.60. As the payments out amounted to only \$490,116.60 it was possible to re-pay the amount previously borrowed and still leave a small balance at the end of the year. In 1950 there was a large (37.1%) increase in the amount

paid out—\$671,805.06. This increase was no doubt partly due to the fact that the benefits available under the Fund were becoming more widely known and possibly a tendency on the part of the courts to award higher judgments. Sufficient fees were, however, collected to meet all payments and leave a balance of some \$50,000.

As the year 1951 progressed there was a further general increase in payments out and during the month of November the Fund became exhausted. Although at the end of the year there was a balance of about \$2,000 in the Fund, there were on hand orders for payment out amounting to \$135,000 which could not be paid until additional fees were collected with the issue of 1952 drivers' licences. While it was evident that the collection of a fee of 50c in 1952 would not suffice to meet the orders for payment out, it did not seem desirable to raise the fee without giving the matter considerable prior publicity. Provision is being made in the 1952 estimates for an anticipated deficit. It is however evident that if the Fund is to maintain itself an increase can be expected in 1953.

While many interesting cases upon which the courts have handed down important decisions could be cited, such is not the purpose of this report. We do however wish to draw particular attention to a most comprehensive report upon the subject which is available to the public. This is in the form of an address to the Canadian Bar Association, by Eric H. Silk, Q.C., Senior Solicitor and Counsel to the Attorney General for Ontario, on the subject, "The Unsatisfied Judgment Fund and the Practice and Procedure Relating Thereto". The tremendous volume of legal work which the Fund entails is under the direction of Mr. Silk and from his extensive knowledge and experience he has explained the law in detail and the procedures which should be adopted thereunder having regard to the rulings which have been made by the courts. A copy of the address may be obtained by writing the Motor Vehicles Branch, Parliament Buildings, Toronto. We wish to take this opportunity of expressing to Mr. Silk and his associates our sincere appreciation for their help and co-operation during the year.

One important feature of the legislation to which reference has been made in reports of previous years has again been demonstrated. The Fund is applicable to any judgment recovered in Ontario for damages arising out of a motor vehicle accident occurring in Ontario. Protection is therefore afforded against the out-of-province uninsured motorist which would not be available under a compulsory insurance law. During the year six judgments, amounting to over \$10,000, recovered by Ontario residents against motorists from the United States, which were found to be uncollectable, were paid out of the Fund. There were also cases where payments were made to American residents who were involved in accidents while driving in Ontario and who recovered judgments against residents of this province which could not be collected. In one case the maximum limit of \$10,000 was paid to a resident of the State of Michigan for personal injuries arising out of a "hit-and-run" judgment.

When a driver and/or owner of a motor vehicle fails to pay a judgment secured against him for damages arising out of a motor vehicle accident and the matter is reported to the Department, the driving privileges of such person are suspended until the judgment has been paid. Where a satisfactory arrangement is made for settlement by instalment payments, the privilege of driving is restored, providing proof of financial responsibility is filed. If, however, a judgment

is paid out of the Fund, the judgment debtor is prohibited from owning or operating a motor vehicle until the amount paid out has been repaid in full with interest at 4% per annum. Action under this provision of the law resulted in the settlement of 40 judgments before recourse to the Fund was necessary. A further 19 judgments amounting to \$17,710.17 which had been paid out of the Fund were repaid in full. An additional \$8,000 was collected in partial repayment of judgments paid out of the Fund. The financial status of all judgment fund debtors is continually under review and various means available by law are employed in an endeavour to secure settlement of the outstanding accounts. Experience would seem to indicate that in some cases it may be necessary to take more drastic action to enforce payment.

**Table Showing Number of Suspensions Applied by Years
Requiring the Filing of Proof of Financial Responsibility**

| OFFENCE | 1947 | 1948 | 1949 | 1950 | 1951 |
|--|-------|--------|--------|--------|--------|
| Speeding..... | 31 | 56 | 75 | 55 | 47 |
| No Driver's Licence..... | 350 | 615 | 850 | 1,024 | 936 |
| Improper Lights..... | 11 | 47 | 58 | 63 | 49 |
| Defective Brakes..... | 60 | 198 | 286 | 273 | 250 |
| Improper Turning, Signalling, etc. . . | 255 | 898 | 1,268 | 1,571 | 1,535 |
| Failing to Report an Accident..... | 60 | 230 | 233 | 263 | 285 |
| Careless Driving..... | 3,376 | 4,367 | 4,765 | 5,538 | 5,539 |
| Reckless or Dangerous Driving..... | 664 | 687 | 743 | 700 | 628 |
| Leaving Scene of Accident..... | 512 | 584 | 733 | 862 | 875 |
| Drunk Driving..... | 1,014 | 1,149 | 1,294 | 1,817 | 1,954 |
| Driving While Ability Impaired..... | ..... | ..... | ..... | ..... | 736 |
| Theft of Motor Vehicles..... | 471 | 511 | 524 | 517 | 548 |
| Motor Manslaughter..... | 11 | 10 | 11 | 18 | 15 |
| Criminal Negligence..... | 1 | ..... | 6 | 1 | 1 |
| Driving While Licence Suspended... | 46 | 112 | 139 | 207 | 211 |
| Other Offences..... | 63 | 135 | 211 | 251 | 180 |
| Failure to Satisfy a Judgment..... | 115 | 186 | 373 | 514 | 621 |
| Cancellation of Proof of F.R..... | 735 | 850 | 1,044 | 1,559 | 2,005 |
| | 8,156 | 10,635 | 12,613 | 15,233 | 16,415 |

**Table Showing Number of Suspensions of Drivers' Licences and or
Motor Vehicle Permits applied in 1951 by Courts and Department
for Definite Periods**

| PERIOD | Number |
|---------------------------------|--------|
| Up to three months..... | 2,157 |
| Three months to six months..... | 1,226 |
| Six months to one year..... | 266 |
| One year to two years..... | 71 |
| Two years to three years..... | 44 |
| Total..... | 3,764 |

*In addition to the definite periods indicated herein the suspensions remain in effect until proof of financial responsibility is given and are included in Table of F.R. Suspensions. They were the result of convictions for drunk driving, dangerous driving, careless driving, failing to remain, etc.

Table Showing Periods of Suspension Applied for Drunk Driving Convictions in 1951

| PERIOD | First Offence | | Second Offence | | Third and Subsequent Offence | | Total | | |
|-------------------------------|---------------|------|----------------|------|------------------------------|------|-------|-------|------|
| | H.O. | M.S. | H.O. | M.S. | H.O. | M.S. | F.R. | H.O. | M.S. |
| Up to three months..... | 768 | ... | .. | .. | .. | .. | .. | 768 | ... |
| Three months to six months.. | 598 | 221 | 88 | .. | .. | .. | .. | 686 | 221 |
| Six months to one year..... | .. | 124 | 28 | 10 | 19 | .. | .. | 47 | 134 |
| One year to two years..... | .. | 16 | .. | 8 | 9 | 2 | .. | 9 | 26 |
| Two years to three years..... | .. | 8 | .. | 5 | .. | 3 | .. | .. | 16 |
| F.R. only..... | .. | .. | .. | .. | .. | .. | 47 | .. | .. |
| Total..... | 1,366 | 369 | 116 | 23 | 28 | 5 | 47 | 1,510 | 397 |

H.O.—Suspensions by Department.

M.S.—Suspensions by Magistrates.

Table Showing by Offences Financial Responsibility Suspensions Rescinded in 1951

| OFFENCE | F.R. Filed | Expired | Cancelled | Total |
|---|------------|---------|-----------|--------|
| Speeding..... | 32 | 10 | 2 | 44 |
| No driver's licence..... | 349 | 145 | 28 | 522 |
| Improper lights..... | 38 | 9 | 4 | 51 |
| Defective brakes..... | 160 | 44 | 1 | 205 |
| Improper turning, passing, signalling, stopping, etc., Sec. 41 H.T.A..... | 1,081 | 126 | 16 | 1,223 |
| Failure to report an accident..... | 161 | 41 | 4 | 206 |
| Careless driving..... | 3,267 | 953 | 20 | 4,240 |
| Reckless or dangerous driving..... | 295 | 206 | 4 | 505 |
| Leaving the scene of an accident..... | 424 | 195 | 4 | 623 |
| Impaired driving..... | 138 | .. | 2 | 140 |
| Drunk driving..... | 745 | 393 | 19 | 1,157 |
| Theft of motor vehicles..... | 15 | 71 | 2 | 88 |
| Criminal negligence..... | 1 | .. | .. | 1 |
| Motor manslaughter..... | 2 | 4 | 2 | 8 |
| Driving while licence suspended..... | 24 | 39 | .. | 63 |
| Operating record..... | .. | .. | .. | .. |
| Other offences..... | 116 | 23 | 15 | 154 |
| Failure to satisfy judgment..... | 74 | 37 | 15 | 126 |
| Cancellation of proof of financial responsibility.. | 735 | 569 | 8 | 1,312 |
| | 7,657 | 2,865 | 146 | 10,668 |

Included herein are suspensions applied prior to 1951.

Expired—Suspensions have been in effect for at least two years.

Cancelled—Suspensions revoked for various reasons, i.e. convictions quashed upon appeal, inaccurately reported, etc.

Table Showing Suspensions Applied and the Number of Those Rescinded upon Filing of Proof of Financial Responsibility, by Offences in 1951

| OFFENCE | Applied | Rescinded | Percentage Rescinded |
|--|---------|-----------|----------------------|
| Speeding | 47 | 23 | 48.9 |
| No driver's licence | 936 | 241 | 25.7 |
| Improper lights | 49 | 26 | 53.1 |
| Defective brakes | 250 | 115 | 46.0 |
| Improper turning, passing, signalling, stopping, etc., Sec. 41 H.T.A. | 1,535 | 850 | 55.4 |
| Failure to report accident | 285 | 88 | 30.9 |
| Careless driving | 5,539 | 2,285 | 41.2 |
| Reckless or dangerous driving | 628 | 147 | 23.4 |
| Leaving scene of an accident | 875 | 280 | 32.0 |
| Drunk driving | 1,954 | 320 | 16.4 |
| Theft of motor vehicles | 548 | 3 | 0.5 |
| Impaired driving | 736 | 138 | 18.7 |
| Criminal negligence | 1 | ..... | ..... |
| Motor manslaughter | 15 | 1 | 6.7 |
| Driving while licence suspended | 211 | 13 | 6.2 |
| Operating record | 3 | ..... | ..... |
| Other offences | 177 | 82 | 46.3 |
| Failure to satisfy judgment | 621 | 29 | 4.7 |
| Cancellation of proof of financial responsibility | 2,005 | 610 | 30.4 |
| | 16,415 | 5,251 | 32.0 |

Table Showing Type of Financial Responsibility Filed in 1951

| TYPE | Number |
|---|--------|
| Vehicle policy insurance certificate | 6,581 |
| Driver's policy insurance certificate | 981 |
| Fleet policy insurance certificate | 76 |
| P.C.V. or P.V. insurance certificate | 8 |
| Surety or personal bonds | 8 |
| Money or securities | 3 |
| Total | 7,657 |

Suspensions Applied and Rescinded in 1951 Pursuant to Discretionary Authority Vested in Minister under Highway Traffic Act

| CAUSE | Number Applied | Number Rescinded |
|---|----------------|------------------|
| Operating record | 41 | 7 |
| Unsatisfactory vision and/or driving certificates | 159 | 40 |
| Mental condition | 345 | 12 |
| Physical condition | 56 | 8 |
| | 601 | 67 |

Those rescinded may have been applied prior to 1951 and were reinstated because satisfactory evidence of fitness to drive was received.

Statement of The Unsatisfied Judgment Fund, Province of Ontario

| PAYMENTS IN | | | | | PAYMENTS OUT | | | | | | | Balance in Fund at end of year | | |
|--|--------------|--------------------|---------------------------|--|--------------|-------------------------|-----------|---|-----|--------------|------------------------|--------------------------------------|----------------------------|---------------------------|
| Period | By Fees | By Repay- ments | Total | A Judgments Recovered Against Identified Persons | | | | B Judgments Recovered Against Registrar of Motor Vehicles | | | | | | |
| | | | | No. | Amount | Taxed Costs | Interest | Total | No. | Amount | Taxed Costs | | Total | Total paid out (A + B) |
| July 1, 1947, to Dec. 31, 1948..... | \$ | \$ | \$ | 60 | \$ 89,391.70 | \$ 22,484.33 25.15%* | \$ 666.25 | \$ 112,542.28 | 8 | \$ 24,728.70 | \$ 3,256.35 13.16%* | \$ 27,985.05 | \$ 140,527.33 | \$ 139,562.62 |
| Jan. 1, 1949, to Dec. 31, 1949..... | 630,438.00 | 7,317.66 | 637,755.66 | 197 | 332,551.39 | 86,190.08 25.91%* | 6,485.04 | 425,226.51 | 27 | 54,727.56 | 10,162.53 18.56%* | 64,890.09 | 490,116.60 Inc. 248.8%* | 8,076.44 |
| Jan. 1, 1950, to Dec. 31, 1950..... | 687,687.00 | 23,260.10 | 710,947.10 Inc. 11.15% | 263 | 435,559.40 | 107,630.92 24.71%* | 9,815.93 | 553,006.25 | 36 | 101,289.42 | 17,509.39 17.28%* | 118,798.81 | 671,805.06 Inc. 37.1%* | 47,218.48 |
| Jan. 1, 1951, to Dec. 31, 1951..... | 728,299.00 | 25,902.35 | 754,201.35 Inc. 6.08% | 297 | 522,565.24 | 137,325.64 26.27%* | 12,502.75 | 672,393.63 | 37 | 107,728.87 | 19,292.08 17.90%* | 127,020.95 | 799,414.58 Inc. 19%* | 2,005.25 |
| Totals..... | 2,046,424.00 | 57,444.82 | 2,103,868.82 | 817 | 1,380,067.73 | 353,630.97 25.62%* | 29,469.97 | 1,763,168.67 | 108 | 288,474.55 | 50,220.35 17.40%* | 338,694.90 | 2,101,863.57 | |

| A | | B | |
|----------------------------|------------|----------------------------|------------|
| Average Amount of Judgment | | Average Amount of Judgment | |
| 1947-48. | \$1,875.00 | 1947-48. | \$3,498.00 |
| 1949. | 2,151.00 | 1949. | 2,400.00 |
| 1950. | 2,104.00 | 1950. | 3,299.00 |
| 1951. | 2,264.00 | 1951. | 3,432.00 |
| General Average. | \$2,098.00 | General Average. | \$3,157.00 |

Overall Average—\$2,627.00

*Percentage of taxed costs to amount of judgments.

Report of the Public Vehicles Division

There has been a considerable increase in the number of public commercial vehicles and public vehicles in the past years, and a resultant increase in the number of inspections carried on by this Division.

Special efforts are made to see that school vehicles and equipment are in safe condition.

Following such inspections, a written notice of defects and deficiencies is given to the operator who is required to notify the Department that necessary corrections have been made before the vehicle may be operated. Major mechanical repairs must receive approval of the Ontario Provincial Police.

There were no significant changes made in The Public Vehicles or The Public Commercial Vehicles Acts or Regulations during 1951.

The Class K public commercial vehicle operating licence was introduced in 1949, authorizing the licensee to transport heavy machinery (boilers, transformers and similar equipment), which requires special loading devices and which cannot be carried on a standard truck, trailer or semi-trailer. During 1951 there were 69 such operators licensed with a total of 134 vehicles being licensed.

During 1951 several additional Class D public commercial vehicle operating licences were issued for inter-provincial shipments of goods and wheeled vehicles. During 1950 a number of Class D public commercial vehicle operating licences were issued, restricted to the conveyance of fruits and vegetables but excluding frozen fruits and vegetables.

During the fiscal year ending March 31st, 1952, the total revenue of this division amounted to \$1,306,354.98.

Comparative statistics for the five-year period, 1947 to 1951, and the percentage change, in 1951, from 1950, are shown in the following tables.

Number of Public Commercial Vehicle Operating Licences Issued

| CLASS OF LICENCE | 1947 | 1948 | 1949 | 1950 | 1951 | % Change |
|------------------|-------|-------|-------|-------|-------|-------------|
| A..... | 275 | 256 | 255 | 246 | 223 | 9.3 D |
| B..... | 44 | 24 | 41 | 41 | 39 | 4.9 D |
| C..... | 787 | 741 | 689 | 647 | 596 | 7.9 D |
| D..... | 269 | 295 | 316 | 357 | 387 | 8.4 I |
| E..... | 710 | 689 | 674 | 722 | 758 | 5.0 I |
| F..... | 2,049 | 2,289 | 2,474 | 2,552 | 2,712 | 6.3 I |
| FS..... | 104 | 182 | 278 | 315 | 318 | 0.9 I |
| H..... | 152 | 149 | 154 | 153 | 152 | 0.7 D |
| K..... | ..... | ..... | ..... | 58 | 69 | 19.0 I |
| Total..... | 4,390 | 4,643 | 4,881 | 5,091 | 5,254 | 3.2 I |

Number of Public Commercial Vehicles Licensed

| CLASS OF LICENCE | 1947 | 1948 | 1949 | 1950 | 1951 | [%] Change |
|------------------|--------|--------|--------|--------|--------|------------------------|
| A..... | 4,027 | 4,390 | 4,861 | 5,605 | 6,084 | 8.5 I |
| B..... | 53 | 66 | 67 | 69 | 71 | 2.9 I |
| C..... | 1,834 | 1,860 | 1,868 | 1,997 | 2,092 | 4.7 I |
| D..... | 922 | 1,026 | 1,181 | 1,515 | 1,765 | 16.5 I |
| E..... | 881 | 921 | 945 | 975 | 959 | 1.6 D |
| F..... | 2,926 | 3,026 | 3,277 | 3,489 | 3,504 | 0.4 I |
| FS..... | 120 | 278 | 395 | 451 | 494 | 9.5 I |
| H..... | 464 | 495 | 508 | 563 | 609 | 8.2 I |
| K..... | ..... | ..... | ..... | 118 | 134 | 13.5 I |
| Total..... | 11,227 | 12,062 | 13,102 | 14,782 | 15,712 | 6.3 I |

Public Vehicle Operators Licensed

| | 1947 | 1948 | 1949 | 1950 | 1951 | [%] Change |
|---------------------------|------|-------|-------|-------|-------|------------------------|
| P.V. licences..... | 217 | 217 | 226 | 227 | 233 | 2.6 I |
| P.V. (school) licences... | 752 | 906 | 1,033 | 1,177 | 1,345 | 14.3 I |
| Total..... | 969 | 1,123 | 1,259 | 1,404 | 1,578 | 12.4 I |

Public Vehicles Licensed

| | 1947 | 1948 | 1949 | 1950 | 1951 | [%] Change |
|---------------------------|-------|-------|-------|-------|-------|------------------------|
| P.V. licences..... | 2,405 | 2,500 | 2,682 | 2,754 | 2,832 | 2.8 I |
| P.V. (school) licences... | 912 | 1,138 | 1,320 | 1,409 | 1,651 | 17.2 I |
| Total..... | 3,317 | 3,638 | 4,002 | 4,163 | 4,483 | 7.7 I |

SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS

OCTOBER 1, 1951

DURING YEAR, 1951.

| 1. TYPE OF ACCIDENT | | NUMBER OF ACCIDENTS | | NUMBER OF PERSONS KILLED | | NUMBER OF PERSONS INJURED | |
|---|--------|---------------------|-------------|--------------------------|-------------|---------------------------|-------------|
| | | Total | Per 100,000 | Total | Per 100,000 | Total | Per 100,000 |
| 1. Collisions with pedestrians | 4,307 | 309 | 397.4 | 265 | 335 | 36 | 46 |
| 2. Collisions with other motor vehicles | 34,941 | 201 | 615.7 | 213 | 260 | 82 | 29 |
| 3. Collisions with fixed objects | 1,004 | 1 | 1.0 | 1 | 1 | 1 | 1 |
| 4. Collisions with other vehicles | 773 | 4 | 10.8 | 1 | 1 | 1 | 1 |
| 5. Collisions with other vehicles | 247 | 2 | 6.1 | 1 | 1 | 1 | 1 |
| 6. Collisions with fixed objects | 1,004 | 1 | 1.0 | 1 | 1 | 1 | 1 |
| 7. Collisions with other vehicles | 773 | 4 | 10.8 | 1 | 1 | 1 | 1 |
| 8. Collisions with other vehicles | 247 | 2 | 6.1 | 1 | 1 | 1 | 1 |
| 9. Collisions with other vehicles | 1,004 | 1 | 1.0 | 1 | 1 | 1 | 1 |
| 10. Collisions with other vehicles | 773 | 4 | 10.8 | 1 | 1 | 1 | 1 |
| 11. Non-fatal accidents | 4,307 | 309 | 397.4 | 265 | 335 | 36 | 46 |
| 12. Fatalities | 438 | 3 | 56.3 | 3 | 3 | 3 | 3 |
| TOTAL | 49,200 | 824 | 1,565.3 | 791 | 824 | 96 | 180 |
| 2. HOUR OF OCCURRENCE | | NUMBER OF ACCIDENTS | | NUMBER OF PERSONS KILLED | | NUMBER OF PERSONS INJURED | |
| | | Total | Per 100,000 | Total | Per 100,000 | Total | Per 100,000 |
| 1. 1-5 A.M. | 1,790 | 41 | 64.0 | 10 | 12.5 | 10 | 12.5 |
| 2. 6-11 A.M. | 17,021 | 106 | 169.1 | 10 | 12.5 | 10 | 12.5 |
| 3. 12-1 P.M. | 11,457 | 71 | 113.1 | 7 | 8.8 | 7 | 8.8 |
| 4. 2-5 P.M. | 11,457 | 71 | 113.1 | 7 | 8.8 | 7 | 8.8 |
| 5. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 6. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 7. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 8. 6-11 A.M. | 12,775 | 71 | 113.1 | 7 | 8.8 | 7 | 8.8 |
| 9. 12-1 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 10. 2-5 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 11. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 12. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 13. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 14. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 15. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 16. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 17. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 18. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 19. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 20. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 21. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 22. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 23. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 24. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 25. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 26. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 27. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 28. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 29. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 30. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 31. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 32. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 33. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 34. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 35. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 36. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 37. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 38. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 39. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 40. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 41. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 42. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 43. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 44. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 45. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 46. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 47. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 48. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 49. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 50. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 51. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 52. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 53. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 54. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 55. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 56. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 57. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 58. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 59. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 60. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 61. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 62. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 63. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 64. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 65. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 66. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 67. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 68. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 69. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 70. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 71. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 72. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 73. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 74. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 75. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 76. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 77. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 78. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 79. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 80. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 81. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 82. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 83. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 84. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 85. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 86. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 87. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 88. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 89. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 90. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 91. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 92. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 93. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 94. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 95. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 96. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 97. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 98. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 99. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 100. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 101. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 102. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 103. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 104. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 105. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 106. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 107. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 108. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 109. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 110. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 111. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 112. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 113. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 114. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 115. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 116. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 117. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 118. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 119. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 120. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 121. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 122. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 123. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 124. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 125. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 126. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 127. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 128. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 129. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 130. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 131. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 132. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 133. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 134. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 135. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 136. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 137. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 138. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 139. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 140. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 141. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 142. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1.3 |
| 143. 6-11 P.M. | 10,909 | 64 | 100.0 | 6 | 7.5 | 6 | 7.5 |
| 144. 12-1 A.M. | 6,271 | 4 | 6.3 | 4 | 5.1 | 4 | 5.1 |
| 145. 2-5 A.M. | 1,560 | 11 | 17.6 | 1 | 1.3 | 1 | 1. |



TE
27
O6A2
1952/53
Physical &
Applied Sci.
Serials

Annual report
OF THE
Department of Highways
OF
ONTARIO



For the fiscal year ending March 31 st
1952/1953

Printed by Order of The Legislative Assembly of Ontario
SESSIONAL PAPER NO. 32

TORONTO

Printed and Published by Baptist Johnston, Printer to the Queen's Most Excellent Majesty
1953

ANNUAL REPORT

OF THE

Department of Highways

ONTARIO

FOR THE FISCAL YEAR ENDING MARCH 31st

1953

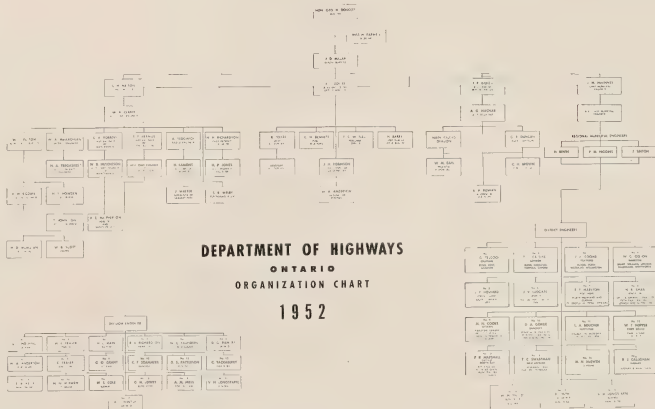
PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

SESSIONAL PAPER No. 32



TORONTO

Printed and Published by Baptist Johnston, Printer to the Queen's Most Excellent Majesty
1953



CONTENTS

| | Page |
|--|------|
| Highways of Ontario..... | 6 |
| Report of the Highways Accountant..... | 8 |
| Report of the Gasoline Tax Branch..... | 10 |
| Report of the Sign and Building Permits Branch..... | 11 |
| Report of King's Highway Operation..... | 12 |
| Report of the Bridge Branch..... | 14 |
| Report of the Equipment Branch..... | 16 |
| Report of the Materials Testing Branch..... | 20 |
| Report of the Forestry and Safety Devices..... | 22 |
| Report of the Surveys Branch..... | 25 |
| Report on Construction of the Trans-Canada Highway..... | 41 |
| Highway Division Office Reports..... | 43 |
| Report on Municipal Roads..... | 105 |
| Summary of Municipal Road Improvements by District..... | 114 |
| Report of the Public Relations Branch..... | 131 |
| Appendices: | |
| 1. Department Expenditure on King's Highways, Development Roads, Roads in Unincorporated Townships, etc., by Counties and Districts..... | 136 |
| 2. Department Expenditure by Roads..... | 156 |
| 3. Schedule of Assumptions and Reversions of Sections of the King's Highways..... | 159 |
| 4. Bridges Completed during 1952..... | 162 |
| 5. Chronological Summary of Road Expenditure and Provincial Subsidy—Counties..... | 166 |
| 6. County Road Mileages and Expenditures..... | 167 |
| 7. Summary of County Road Expenditures..... | 168 |
| 8. Chronological Summary of Road Expenditure and Provincial Subsidy—Organized Townships..... | 170 |
| 9. Chronological Summary of Road Expenditure and Provincial Subsidy—Cities, Towns and Villages..... | 170 |
| 10. Mileage of Urban Road Surfaces (Roads under local authority)..... | 171 |
| 11. Mileage of Rural Road Surfaces—1952..... | 172 |
| 12. Summary of Expenditures on Urban Streets..... | 174 |
| 13. Mileage of the King's Highways in Ontario..... | 175 |
| 14. Provincial Road Mileage as of December 31st, 1952..... | 176 |
| Report of the Motor Vehicles Branch..... | 177 |

TO THE HONOURABLE LOUIS ORVILLE BREITHAUP,
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:—

The undersigned has the honour to transmit the Annual Report of the Department of Highways, Ontario, for the fiscal year ending March 31st, 1953.

Respectfully submitted,

Geo. H. Doucett,
Minister of Highways.

Department of Highways, Ontario,
Toronto, April 2, 1953.

TO THE HONOURABLE GEO. H. DOUCETT,
Minister of Highways, Ontario.

SIR:—

I have the honour to present herewith Report on the activities of the Department of Highways for the Fiscal Year ended 31st March, 1953.

The report covers operations and functions performed by the various branches, including King's Highways, Municipal Roads, Bridge Construction, Accounting, Gasoline Tax and Motor Vehicles.

I have the honour to be, Sir,

Your Obedient Servant,

J. D. Millar,
Deputy Minister.

Department of Highways, Ontario,
Toronto, April 2, 1953.

HIGHWAYS OF ONTARIO

J. D. Millar, Deputy Minister.

In the period covered by this Report for the fiscal year ending March 31, 1953, the expenditure by the Province for construction and maintenance of the King's Highways, financial assistance to the municipalities, etc., totalled approximately \$121,750,000., an increase of \$17,750,000. over the previous year. In addition to this amount, \$4,100,000. constituting the year's contribution by the Federal Government on the Trans-Canada Highway, was also expended, making a total of \$125,850,000. Receipts from all sources totalled approximately \$104,200,000., an increase over the previous year of \$10,700,000. The excess of \$17,550,000. of net expenditure over revenue has been met by funds provided by the Legislature under a special vote of \$30,000,000. to the newly created Highway Reserve Account, to provide for projects involving large Capital expenditures. The Highway Reserve Account replaces the former Highway Improvement Fund.

The rapid expansion that has taken place in the Province in the six full years since the end of World War II is shown by the following comparison:

| Year | Population | Motor Vehicle Registration | Expenditure on Highway Improvement |
|------|------------|-------------------------------|--|
| 1946 | 4,093,000 | 711,000 | \$ 45,800,000. |
| 1948 | 4,275,000 | 873,000 | 68,600,000 |
| 1950 | 4,471,000 | 1,104,000 | 86,600,000. |
| 1952 | 4,766,000 | 1,292,000 | 125,850,000. |

The writer wishes to pay tribute to a loyal and conscientious staff which, handicapped by shortage of material and available manpower in these strenuous years, has been able to meet an unprecedented expansion in highway development.

As will be noted in the report of the Chief Engineer, an additional 218 miles of bituminous hot-mix pavement and 258 miles of bituminous road-mix mulch, or a total of 476 miles of improved driving surface, was laid on gravel roads throughout the Province. Some 137 miles of hot-mix resurfacing was carried out in maintaining and improving existing pavements. Steady progress was made on the Trans-Canada Highway and other major projects started in previous years. Fifty-one contracts were active on the Trans-Canada route. Since the signing of the agreement between the Federal Government and the Province in April, 1950, a total of approximately \$27,700,000. has been expended in building Ontario's portion of this national undertaking. The Toronto-Barrie highway was placed in service. A thirty-two mile section of a highway of similar character was started between Woodstock and London and a three mile section of a by-pass north of the City of Kingston. A new highway was started connecting Highway 35 between Pontypool and Peterborough to provide direct access to the easterly resort areas and the City of Ottawa.

Changes in maintenance practice included the designation of the controlled-access highways by a new series of numbers starting with "400". New quarters for several branches of the Department including Draughting, Research and Testing, and new offices for the Toronto Division were started adjacent to Highway 401 at Keele Street in the Township of North York. A relatively mild winter in

1952-53 brought few blocked highways but a costly succession of small storms required sanding and chemical treatment.

The report of the Municipal Roads Branch shows that subsidies in aid of Municipal Road improvement totalled \$27,189,000. as compared with \$24,534,000. in 1951 and \$20,692,000. in 1950. During the year 77 Development Road projects were supervised by the Department involving a total cost of \$1,679,905.46.

Attention is drawn to three new features of the Annual Report presented for the first time, namely, the Report of the Public Relations Office on the Weekly Road Bulletin and the Winter Road Reporting Service; a Report of the operation of Fort Henry at Kingston as an historical museum, and the listing for the first time of all road mileages in the Province including that in cities, towns and villages. Since reopening, following its use as a military prisoner-of-war and prison camp in 1948, Fort Henry has had over half a million visitors. The Department has made every effort to make history come alive at this largest of Canada's early military establishments.

The report of the Motor Vehicles Branch shows a record of motor vehicle registrations (1,291,753), of drivers' licenses (1,556,559)—and of fatalities (1010). This last figure for the first time exceeded the thousand mark and is undoubtedly the most tragic of the statistics published in any yearly Report. Running close to an average of three fatalities and sixty-five injuries per day, the Province cannot stand the drain on its human resources, brought about by careless operation of motor vehicles. Suspension of drivers' licenses totalled 20,680, an increase of twenty percent over the previous year, but even this sharp reminder to a large number of irresponsible operators does not appear to bring home the essential fact that a motor car is a highly destructive weapon. There is no such thing as a vehicle "out of control" as the daily newspaper and radio reports would indicate. The driver, not the machine, is out of control from his responsibility for the safety of his fellow man. The report of the Accident Records and Statistics Division, on Page 183, is worthy of consideration by every citizen, young or old, who steps into the driver's seat of a motor car.

REPORT OF THE HIGHWAYS ACCOUNTANT**By L. B. Teetzel, Chief Accountant**

The following is a summary of the Receipts and Disbursements of the Department of Highways for the fiscal year, April 1, 1952 to March 31, 1953:

Receipts

| | |
|--------------------------------|--------------------------|
| Gasoline Tax Branch..... | \$ 77,698,592.56 |
| Motor Vehicles Branch..... | 24,839,616.46 |
| Unsatisfied Judgment Fund..... | 1,568,183.55 |
| Miscellaneous..... | 94,660.82 |
| | <u>\$ 104,201,053.39</u> |

Disbursements

| | |
|---|--------------------------|
| King's Highways..... | \$ 73,368,496.33 |
| Sidewalks..... | 61,892.19 |
| Connecting Links..... | 234,594.37 |
| Development Roads..... | 10,927,898.91 |
| Development Roads, Part VI (H.I.A.)..... | 1,679,905.46 |
| Unincorporated Townships..... | 830,260.77 |
| Stock (materials, etc.)*..... | 366,457.91 |
| Lands and Buildings..... | 1,084,385.04 |
| Weigh Scales..... | 21,607.76 |
| Road Equipment..... | 1,045,618.92 |
| Division Office and General Engineering..... | 1,637,526.05 |
| Traffic Census..... | 51,539.94 |
| Forestry..... | 57,013.10 |
| Dominion Government Repayments..... Cr. | 4,103,752.94 |
| (re: Trans-Canada Highway) | |
| Net General Expense..... | 1,369,281.44 |
| | <u>\$ 88,632,725.25</u> |
| *Inventories March 31, 1953—\$4,074,416.33 | |
| Inventories March 31, 1952— 3,707,958.42 | |
| Increase in stock..... \$ 366,457.91 | |
| Subsidies in aid of County Roads..... | \$ 9,276,797.84 |
| Subsidies in aid of Township Roads..... | 11,966,206.37 |
| Subsidies in aid of Cities, Towns and Villages..... | 5,946,052.04 |
| | <u>\$ 27,189,056.25</u> |
| Unsatisfied Judgment Fund..... | 1,214,023.09 |
| Administration, etc..... | 4,714,028.49 |
| Highway Reserve Account..... | 30,000,000.00 |
| | <u>\$ 151,749,833.08</u> |

The following statement shows the expenditures on account of Trans-Canada Highway since the signing of the Trans-Canada Highway agreement with the Federal Government on April 24, 1950, and the refunds received from the Federal Government since that date to March 31, 1953.

It also shows the further claims awaiting audit at that date and the estimated refund due on those claims.

| | Refunded by Federal Government | Expended by Department |
|---|--------------------------------------|---------------------------|
| Expenditures by Department to March 31, 1951..... | | \$ 7,043,559.23 |
| Refunded by Federal Government to March 31, 1951..... | \$ 2,749,328.63 | |
| Expenditures by Department to March 31, 1952..... | | 8,242,800.65 |
| Refunded by Federal Government to March 31, 1952..... | 3,453,866.43 | |
| Expenditures by Department re property, etc. to March 31, 1952..... | | 304,687.73 |
| Refunded by Federal Government on account of work performed prior to April 24, 1950..... | 1,569,640.35 | |
| Expenditures by Department to March 31, 1953..... | | 12,057,218.17 |
| Refunded by Federal Government to March 31, 1953..... | 4,103,752.94 | |
| TOTALS TO MARCH 31, 1953..... | \$ 11,876,588.35 | \$ 27,648,265.78 |
| Further claims awaiting audit on above expenditure (estimated)..... | 1,808,349.36 | |
| | \$ 13,684,937.71 | \$ 27,648,265.78 |
| Less refunds by Federal Government (estimated)..... | | 13,684,937.71 |
| Net estimated cost to the Department of Highways to March 31, 1953..... | | \$ 13,963,328.07 |

REPORT OF GASOLINE TAX BRANCH

By J. H. Robinson, Chief Inspector Gasoline Tax

The following data is respectfully submitted for the fiscal year 1952-53:

Gross Revenue

| | |
|--|------------------------|
| Receipts from Vendors under Agreement..... | \$90,266,053.95 |
| Receipts from Importers..... | 141,584.55 |
| Receipts re consumption of propane..... | 4,733.22 |
| Receipts re consumption of fuel oil..... | 1,022,404.86 |
| Receipts re miscellaneous items..... | 18,085.08 |
| Tax recovered re bad debt deductions..... | 4,888.78 |
| | \$91,457,750.44 |

Refunds

| | Per Cent | Number of claims | Value |
|-------------------------|-------------|---------------------|------------------------|
| American..... | 0.6 | 1,507..... | \$ 84,859.92 |
| Aviation..... | 9.5 | 745..... | 1,317,471.56 |
| Cleaning..... | 1.8 | 1,648..... | 251,469.46 |
| Commercial Fishing..... | 0.6 | 1,268..... | 87,419.17 |
| Contracting..... | 3.2 | 1,414..... | 439,105.23 |
| Farming..... | 57.5 | 167,963..... | 7,945,345.85 |
| Govt. of Canada..... | 0.1 | 114..... | 21,370.69 |
| Industrial..... | 3.4 | 3,729..... | 462,710.36 |
| Lumbering..... | 1.3 | 446..... | 186,408.72 |
| Manufacturing..... | 14.5 | 3,318..... | 2,004,790.39 |
| Mining..... | 0.6 | 224..... | 91,535.21 |
| Miscellaneous..... | 0.6 | 1,151..... | 81,938.11 |
| Motor Boats..... | 0.5 | 5,757..... | 71,347.72 |
| Municipalities..... | 0.1 | 163..... | 18,766.13 |
| Pulp and Paper..... | 2.5 | 265..... | 311,441.99 |
| Public Utilities..... | 0.5 | 120..... | 68,243.14 |
| Railways..... | 0.9 | 104..... | 123,974.38 |
| Stationary Engines..... | 0.7 | 1,922..... | 95,812.30 |
| Tourist Camps..... | 1.1 | 1,651..... | 145,822.48 |
| | | 193,509 | \$13,809,832.81 |

NET REVENUE FROM GASOLINE TAX..... **\$77,647,917.63****Gasoline Handling Licenses**

| | Number Issued for the Calendar Year 1952 | |
|-------------------|--|--------------------|
| Agents..... | 2 | \$ 50.00 |
| Importers..... | 44 | 49.00 |
| Mixers..... | 143 | 136.00 |
| Refiners..... | 8 | 7.00 |
| Transporters..... | 2,397 | 2,535.00 |
| Wholesalers..... | 800 | 3,942.00 |
| Retailers..... | 12,623 | |
| | | \$ 6,719.00 |

Gasoline Pump Permits4,105 permits covering 8,780 pumps at \$5.00 each..... **\$ 43,899.00****Miscellaneous Revenue**

56.93

TOTAL NET REVENUE..... **\$77,698,592.56**Increase over previous
fiscal year

| | | |
|--|------------------|--------|
| Gross revenue..... | | 9.0% |
| Net Revenue..... | | 8.8% |
| Tax Refunded..... | | 10.6% |
| Gasoline—Tax paid on 836,035,997 gals..... | 75,703,048 gals. | 9.9% |
| Gasoline—Tax refunded on 125,543,471 gals..... | 12,001,495 gals. | 10.6% |
| Fuel oil—Tax paid on 9,468,099 gals..... | 1,440,613 gals. | 17.9% |
| Propane—Tax paid on 45,768 gals..... | 31,452 gals. | 219.7% |

REPORT OF THE SIGN AND BUILDING PERMITS BRANCH

By H. Barry, Supervisor

I have the pleasure to submit the following 1952-53 Fiscal Year Report:

Building Permits:

| | |
|-------------------------------|------------------|
| Number of Permits Issued..... | 3,503 |
| Valuation of Buildings..... | \$ 24,624,350.00 |

Sign Licences:

| | |
|--|--------------|
| Licences Issued—\$15.00..... | 310 |
| Licences Issued— 7.50..... | 1,475 |
| Licences Issued— 1.00..... | 897 |
| Licences Issued— 30.00—(<i>illuminated</i>)..... | 88 |
| Licences Issued— 15.00—(<i>illuminated</i>)..... | 107 |
| Licences Issued— 2.00—(<i>illuminated</i>)..... | 19 |
| 1952-53 Fiscal Year Receipts..... | \$ 17,326.00 |

Licences are issued as of the calendar year, January 1st to December 31st, 1952.

Annual Report
KING'S HIGHWAY OPERATIONS
C. H. Nelson, Chief Engineer

During the year 1952-53 the engineering staff of the Department were exceptionally busy due in the first place to the extremely heavy program of work which was undertaken, and in the second place to the shortage of adequately trained staff to handle this program. This condition was applicable to all the engineering branches, construction, maintenance, surveys, drafting, bridge, property, soils, and the materials testing laboratories.

Construction

The construction branch was concerned with three main projects each consisting of many contracts. These projects were first, the Trans-Canada Highway, second, the five-year program which the Minister announced some time ago dealing with entirely new roads such as the Toronto-Barrie Road or Highway No. 400, the Windsor-Quebec Border Road or Highway No. 401, etc., and third, the rehabilitation of the roads in the King's Highway system which are wearing out and becoming obsolete in so far as present day traffic needs are concerned.

On the Trans-Canada, work was being carried out on 51 contracts, 35 of these being carry-overs from previous years and 16 being new contracts awarded during this year. This work was distributed over the entire 1,400 miles of the Trans-Canada and covered all types of highway construction from grading culverts and bridges to paving.

On the five-year project the Toronto-Barrie Highway No. 400 was opened to traffic and on Highway No. 401, 25 miles was under contract east of Windsor on the westerly 10 miles of which the grading and culverts were completed. Contracts were let on a 31.7 miles section of No. 401 from Woodstock to London. A mulch pavement was laid on both lanes of the Toronto By-Pass section of Highway No. 401 from Weston Road to Yonge Street and traffic was permitted to use it. The Oshawa-Newcastle section of Highway No. 401 was completed and work was commenced on a 3 mile section north of Kingston. A start was made on salvaging the Queen Elizabeth Way between Toronto and Hamilton when work was commenced on the Dixie Road interchange. Work on the Atikokan Road progressed and construction on the Pontypool to Peterborough road was started.

The rehabilitation of existing roads in the highway network continued as in other years with numerous grading, culvert, granular base, paving and resurfacing contracts being carried on. Summing up for the year the totals are 534.52 miles of grading and culvert construction, 7,501,088 tons of granular base, 218.5 miles of bituminous hot mix pavement, 137.22 miles of resurfacing old pavements, 257.8 miles of bituminous road mix mulch, 19.5 miles of bituminous cold mix surfacing, 541.8 miles of bituminous surface treatment and 1,746.3 miles of bituminous prime on gravel surfaces.

Maintenance

Routine maintenance was carried out on 7,870.66 miles of the King's Highways and on 2,709.75 miles of Secondary Roads.

Winter maintenance problems were slightly easier than the previous year, as 466,277 tons of sand, and 80,587 tons of chemicals were applied to the King's Highways. Over 1,690 miles of snow fence was erected and 9.61 miles of snow hedge was added in 1952-53.

Maintenance of roadside parks and picnic places continued as in previous years, and 315 new tables and benches were added during 1952-53, bringing the total to 2,709. Sixty-one roadside picnic tables were also added to bring the total to 1,009.

Besides the regular operations of supervision and purchase of new equipment, the Equipment Section of the Maintenance Branch carried out various special projects during the year.

Spring and Fall planting accounted for 109,300 trees and shrubs used by the Forestry and Safety Device section of the Maintenance Branch for beautification of our highways. 6,000 miles of road were sprayed for weed control and over 6,200 miles of highway were zone painted. The two new Controlled Access Highways Nos. 400 and 401 were signed and routine lighting work was carried out.

Surveys

Another busy year was experienced by the Survey Branch both Title Surveys and Location Surveys. 984 land plans were prepared along 1,010 miles of highways covering an area of 8,584 acres and including 4,100 owners. 979 miles of location plans and 936 miles of profiles were prepared. Study plans covering 2,107 square miles were completed from aerial photographs. A record number of 296 contracts were checked.

Traffic analysis reports were prepared for 42 locations. Of 31 requests received for installation of traffic control signals on King's Highways only 4 satisfied the minimum warrants established to measure the need for traffic signal installations. The average for all Highway Traffic recording stations showed volumes to be 15% greater than those of the preceding year. The location of all motor vehicles accidents occurring on the King's Highways were plotted on "accident spot maps". Origin and Destination surveys were conducted at many Eastern Ontario centres.

With the installing of new equipment in the blueprint room the production was increased 89% over that of the previous year, and while the production cost increased 64%, the operating profit for the year increased over 130% to the previous year. This will allow the Department to write off the cost of the new equipment after only 10 months operation which is inside the two years expected.

Bridge

Bridge construction during 1952-53 totalled 49 structures completed, slightly less than the previous year. Ten of these structures were on Highway No. 401 and included the 108-foot underpass at Weston Road, and the 88-foot underpass at Avenue Road (Highway No. 11A), both of which are on the Toronto By-Pass section of the highway.

Property

Due to the increase in Controlled Access Highway construction, the expenditures reported by the property branch, were the highest in the history of the Department.

Soils & Materials Testing Laboratories

As in previous years, the materials testing Division increased its research program, and performed routine field and testing work. The importance of control of a job, both in materials and construction operations, as carried out by this Division, becomes more apparent with each heavy construction year.

Miscellaneous

Plans were drawn, and work was started on the new Department Division office and garage at Keele St. and Wilson Ave., just north of Highway No. 401.

These buildings when completed will also house the Traffic and Drafting sections of the Surveys Branch; the Soils, Materials, and Research Laboratories; and the Bridge Drafting Room, which are now situated at the De Havilland Airport on Sheppard Avenue. Many other garage and storage buildings etc. were constructed in the various divisions.

During the year a new system of naming the Controlled Access Highways was put into effect. The Toronto-Barrie Road became Highway No. 400; the Windsor to Quebec Boundary Road (including the Toronto By-Pass) became Highway No. 401 and the Sarnia-Point Edward Road became Highway No. 402.

A Summary of Work done in 1952-53 follows below:

CLASS OF WORK

| | |
|--|-----------------|
| Grading and Culverts..... | 534.52 miles |
| Granular Base Placed..... | 7,501,088 tons |
| Bituminous Hot Mix Pavement..... | 572,274 tons |
| | 218.5 miles |
| Bituminous Road Mix Mulch..... | 257.83 miles |
| Bituminous Cold Mix Surface..... | 19.05 miles |
| Bituminous Resurfacing Old Pavements..... | 189,600 tons |
| | 137.22 miles |
| Bituminous Surface Treatment..... | 541.79 miles |
| Bituminous Prime on Gravel Surfaces..... | 1,746.3 miles |
| Bridges Built..... | 35 No. |
| Calcium Dust Layer on Gravel Surfaces..... | 13,892 tons |
| Calcium used for de-icing roads..... | 662 tons |
| Salt used for de-icing roads..... | 79,925 tons |
| Crushed Gravel and Stone..... | 1,994,843 tons |
| Right-of-Way Fence erected..... | 496.32 miles |
| Snow Fences erected, dismantled and stored..... | 1,691.41 miles |
| Sand used for winter maintenance..... | 466,227 tons |
| Roads snow plowed and kept open..... | 10,917.21 miles |
| Equipment and Storage Houses Maintenance..... | 249 No. |
| No. added 1952..... | 19 |
| Shrubs received from Nurseries, Midhurst..... | 20,818 No. |
| Shrubs received from others..... | 129,060 No. |
| Maintenance of Roadside Picnic Places..... | 1,009 No. |
| No. added 1952..... | 61 |
| Maintenance of Tables & Benches in Roadside Places..... | 1,490 No. |
| No. added 1952..... | 122 |
| Maintenance of Off-Road Parks..... | 1,403.23 acres |
| Maintenance of Tables & Benches in Off-Road Parks..... | 1,219 No. |
| No. added 1952..... | 193 |
| Maintenance of Snow Hedges..... | 91.47 miles |
| No. added 1952..... | 9.61 miles |
| Routine Maintenance of King's Highways..... | 8,114.76 miles |
| Routine Maintenance of Secondary Roads..... | 2,611.2 miles |
| Routine Maintenance of Development Roads..... | 32.5 miles |
| Development Roads built..... | 64.0 miles |
| Mining Roads built..... | 26.0 miles |
| Maintenance of Scale Houses..... | 31 No. |
| Automatic protection at level Railway Crossings, No. added 1952..... | 13 |

REPORT ON BRIDGES COMPLETED IN 1952

Forty-nine structures were completed during the year with a total length of 4,778 feet.

On Highway 401, the following structures were built:

- (1) One 88-foot single concrete rigid frame girder span underpass at Highway 11A Avenue Road, North York.
- (2) Two 64-foot span concrete rigid frame underpass at Base Line (Bloor Street) Oshawa.

- (3) One 108-foot composite steel and concrete rigid frame underpass at Weston Road, North York.
- (4) A 42-foot span concrete rigid frame overpass in Oshawa.
- (5) One 37-foot span concrete rigid frame overpass at Liberty Street, Bowmanville.
- (6) A 40-foot concrete rigid frame span over Black Creek at Jane Street Cloverleaf, North York.
- (7) A 24-foot concrete rigid frame span over Harmony Creek, Whitby East.
- (8) A 30-foot concrete rigid frame span over Pike Creek, East of Windsor.
- (9) A 30-foot concrete rigid frame span over Puce River, East of Windsor.
- (10) A 60-foot concrete rigid frame span over Soper Creek with similar spans over North and South Service roads in Bowmanville.

On Highway No. 17 the following structures were built:

- (1) A multi-span bridge 150 feet long on creosoted pile bents with one 50-foot steel span and the remainder with creosoted laminated timber deck over Birch Creek between Webbwood and Sault Ste. Marie, in the Township of Hallam. The steel girders were purchased from the T.T.C. Subway.
- (2) Seven 16-foot creosoted timber trestle spans over Carp River North of S. S. Marie in Fisher Township.
- (3) A 90-foot steel truss bridge over Oskondaga River, West of Fort William.



Grade separation on Highway No. 17 at Selim Hill west of Schreiber (C.P.R.)

- (4) The Selim Hill Bridge over the C.P.R. near Rossport. This is a triple span structure with a 49-foot steel girder span over the railway tracks. The girders were taken from stock purchased from the T.T.C. Subway.
- (5) A multi-span creosoted timber trestle over Trout Creek, Township of Nipigon.
- (6) The C.P.R. Overhead at Walford between Webbwood and Sault Ste. Marie.
- (7) The C.P.R. Overhead at Webbwood.

With the exception of the bridge at Carp River all these structures are on the Trans-Canada Highway.

On Highway 11 the following structures were completed:

- (1) A two-span continuous steel deck truss with short steel beam approach spans over the South Branch of the Muskoka River at South Falls on the Orillia-Huntsville Diversion.
- (2) A multi-span creosoted timber trestle with composite deck over Crooked Creek between Englehart and Kenogami, Marquis Township.
- (3) A similar type structure over Blanche River between Kenogami and Matheson in Maisonsville Township.

On Highway No. 42, at Newboro, an 89-foot rigid frame steel girder bridge was built on a diversion over the Rideau River and replacing an old steel truss bridge.

On Highway No. 8 at Dundas, a stone arch bridge said to be about 100 years old was replaced by a steel girder bridge, the girders were taken from stock purchased from the T.T.C. Subway.

On Highway 87 at Wroxeter a triple concrete rigid frame was constructed on a new diversion over the Maitland River.

On Highway 8 at Mitchell the old steel bridge was replaced by a 75-foot concrete rigid frame span.

A complete list of all structures completed is shown in the appendix.

In addition a large number of plans for Municipal Structures were examined and approved with technical assistance given where the same was requested or needed.

EQUIPMENT BRANCH

During the Fiscal Year 1952-53, the Equipment Branch carried out work and projects covered by the following general headings:

- (a) Supervision of all Department-owned Equipment and Division Garages.
- (b) Purchase of new equipment for replacement and fleet expansion purposes.
- (c) Supervising sales of obsolete equipment.
- (d) Fabricating special testing and Highway Maintenance machinery at Sheppard Avenue Shop.
- (e) Supervision of Equipment Operator training and Safety Driving Program.
- (f) Various other special projects.

(a) Supervised the work of Equipment Maintenance personnel in all Division Shops; supervised the repair, maintenance and operation of the following major equipment:

| | |
|------------------------------|--------------------------|
| 1,016 Trucks | 34 Leaning Wheel Graders |
| 298 Power Graders | 30 Weed Sprayers |
| 415 Tractors | 28 Concrete Mixers |
| 5 Tractor Compressors | 18 Pulvi-Mixers |
| 19 Loaders | 20 Cold Patch Mixers |
| 8 Power Shovels | 24 Bituminous Heaters |
| 79 Compressors | 4 Earth Borers |
| 50 Rollers | 14 Sand Driers |
| 173 Emulsion Distributors | 2 Conveyors |
| 2 Eductors | 13 Power Sweepers |
| 3 Gradalls | 3 Moto-Patchers |
| 86 Hydraulic Spreader Bodies | |

(b) New Equipment was purchased to replace obsolete and worn-out equipment, and to fill the demand for additional equipment to maintain the increasing highway system.

The Equipment purchased and distributed to various Divisions was as follows:

| | |
|-----------------|---------------------------------|
| 41 Trucks | 2 Moto-Patchers |
| 26 Tractors | 2 Sand Driers |
| 4 Power Graders | 2 Power Sweepers |
| 4 Loaders | 22 Hydraulic Snow Plow Units |
| 3 Pulvi Mixers | 2 Weed Sprayers |
| 1 Roller | 76 Hydraulic Sand & Salt Bodies |
| 2 Compressors | 66 Bodies and Hoists |

NOTE: A number of the Bodies and Hoists purchased were mounted on Truck chassis delivered in the previous fiscal year.

(c) Obsolete equipment was brought to central points, Department colors painted out, sales by tender arranged and announced in local papers. The major units sold were as follows:

| | |
|-----------------|------------------------|
| 74 Trucks | 2 Rollers |
| 7 Power Graders | 1 Compressor |
| 3 Tractors | 1 Leaning Wheel Grader |

(d) The Equipment Branch Engine and Machine Shop at Sheppard Avenue performed the following work:

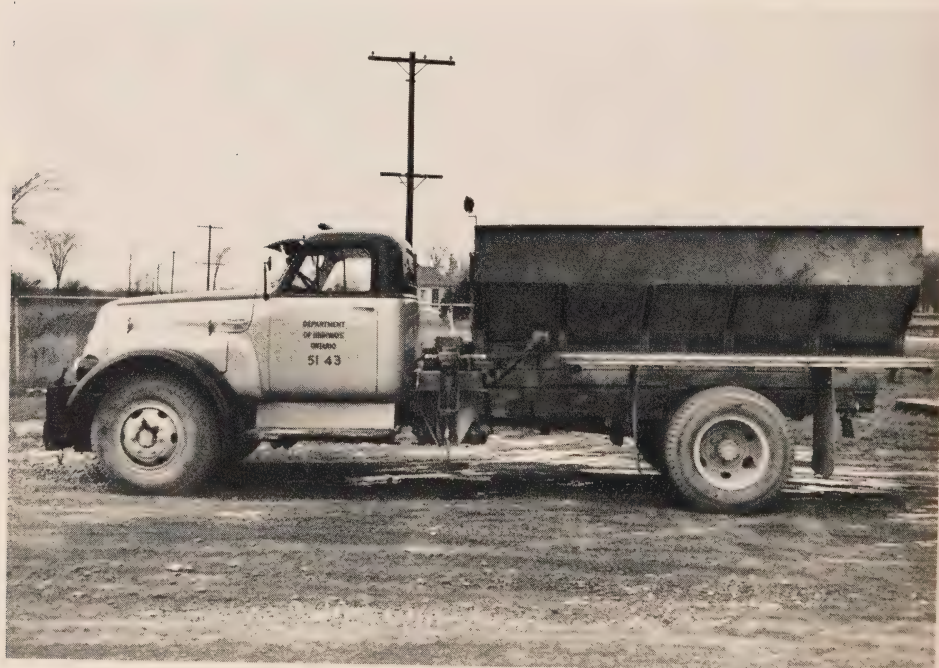
- (1) Manufactured brass moulds for the Soils Lab.
- (2) Built and assembled a road roughness indicator.
- (3) Manufactured a still for the Asphalt Laboratory.
- (4) Manufacture of, and alterations to, paint strippers.
- (5) Experimented with paint bead applicer.

(e) The supervision of the Equipment Operator's Training and Safe Driving Program included the following projects:

- (1) A two-week school was held in Toronto to train Division Equipment Instructors. The first week was spent in the actual operation of a number of types of major equipment. The second week was spent in lectures on safety, equipment, maintenance, etc. Eighteen Instructors and five District Equipment Supervisors attended.



Department sander working on Highway No. 8 near Winona



Sander and salter truck developed by the Department to give close control of rates of application

- (2) Four District group meetings for Division Equipment Instructors were held early in 1953. At these meetings they wrote progress exams and participated in further discussion and instruction on safety, etc.
 - (3) Four District Truck Rodeos and one Final Elimination were conducted in the fall of 1952. The winner of the final event entered the Provincial and National Truck Rodeos in which he placed 3rd and 8th respectively.
 - (4) Seventeen safety promotion meetings for Equipment Operators were held in various Divisions by the Safety Supervisor. At some of these meetings, motion pictures as well as safety talks were presented.
 - (5) Two Porto-Clinics used for Psycho-Physical testing of drivers were purchased. Approximately 850 Equipment Operators were tested by District Equipment Supervisors and Division Instructors.
 - (6) Special retests of 43 Operators were carried out by the Safety Supervisor using the Porto-Clinic.
 - (7) Several Operators in various Divisions received special instruction on the request of the Division Engineer.
 - (8) The system of examining Operators was improved and streamlined.
 - (9) All Divisions were visited several times to assist the Division Instructors in the performance of their duties.
- (f) Various other special projects were carried out by the Equipment Branch included the following:
- (1) A one-week school and conference was held at Toronto for all Head Mechanics and District Equipment Supervisors. Various equipment companies and suppliers gave lectures on the latest improvements in the equipment field. Discussions re equipment maintenance, shop procedure, etc., were held. Twenty-five men attended the conference.
 - (2) A basic handbook outlining the duties of the Head Mechanic and Shop Foreman was prepared and printed.
 - (3) A preliminary report on an equipment parts central store was prepared, and in conjunction with this a basic list of stock parts required for all heavy machinery was drawn up and priced.
 - (4) An improved system of equipment repair records, garage work control and equipment cost accounting was devised and introduced for test purposes in 3 Divisions.
 - (5) Experimental work was as follows:
Work on sand and salt spreaders which brought forth numerous improvements over last year's models.
Rubber slush blades were developed and tested. They were found to be practical and worth further development as to adaptation to all plow trucks.
Hwy. No. 59 from Eastwood to Delhi was set up as a salt test road for the winter. It was used to obtain basic data with regard to salt and its use on highways. This work was carried out with the co-operation of the Winter Maintenance Committee and London Division. Further experiments included a floating grader blade for snow cleaning; snow plow shoes, rotary broom for snow cleaning, various batteries, flares, lights, etc.
A 600-foot silent film that covered some of these activities was produced for viewing and for record purposes.
 - (6) Three weed spray units and a large aggregate drying plant were built and assembled in various Divisions.

- (7) Special supervision of the manufacture, maintenance, and modification of the 76 new hydraulic spreader bodies was carried out during the winter as well as the experimental work done on them.

MATERIALS TESTING — DIVISION 12

The extensive construction during the year meant that a general expansion of testing and inspection facilities was needed. Some of the research programs were expanded during the year and an increased number of miscellaneous materials were submitted for testing. A week-long school of soils engineers and assistants was held. This served as a review for the senior staff members and gave the junior members an opportunity to draw information from the experience of the senior personnel. The school schedule was set up to provide ample time for discussion periods so that points in doubt could be thoroughly clarified. All phases of soil surveying, sampling and treatment were discussed. A summary of the work being done by this Division follows:

A—SOILS SECTION

Eleven field engineers of the soils section were active during the year, covering most of the construction projects, particularly in Southern Ontario. Their work involved the gathering of pre-contract information on soils and granular materials as well as liaison with Division personnel in the selection of material and control of operations during construction. A breakdown of the work covered follows:

| | |
|--|-----------|
| (1) Detailed Soil Surveys..... | 140 miles |
| (2) Reconnaissance Soil Surveys..... | 448 " |
| (3) Highway Performance Surveys..... | 2,056 " |
| (4) Detailed Supervision of Construction Projects..... | 669 " |
| (5) Occasional Supervision of Construction Projects.... | 126 " |
| (6) Preparation of Construction Profiles Showing Material Distribution and Subgrade Treatment | 495 " |
| (7) Subgrade Checks (Hand & Power Auger)..... | 616 " |
| (8) Granular Base Course Pits Investigated and Sampled..... | 415 " |
| (9) Earth Borrow Pits Investigated and Sampled..... | 255 " |
| (10) Soil Samples Tested (Sheppard Ave. and London Laboratories) | 2,637 |
| (11) Sand Cushion Samples Tested (Sheppard Ave. and London)..... | 443 |

B—AGGREGATE SECTION

The following routine and check tests were carried out:

| | |
|--|-------|
| Routine Aggregate Samples..... | 1,635 |
| Granular Base Course Samples..... | 984 |
| Granular Inventory Samples..... | 165 |
| Petrographic Analysis of Coarse Aggregate..... | 1,616 |
| Petrographic Analysis of Fine Aggregate..... | 606 |

Most of the aggregate tests were performed at the Sheppard Avenue Laboratory, but during the construction season a few were tested at the London District Laboratory.

The sand petrographic test mentioned above is a new test. It consists of a chemical and physical separation of the sand. The test has been in the development stage for the past two years. Sufficient data is now available that the test

has been incorporated into the routine testing. The results of this test have a great value in determining the suitability of fine aggregate.

C—CONCRETE SECTION

Routine supervision of materials on all concrete structures was carried out. The routine tests were as follows:

| | |
|--|-------|
| (1) Tests of concrete aggregates..... | 254 |
| (2) Compression tests on concrete cylinders..... | 1,614 |

D—BITUMINOUS SECTION

With the extensive program of Bituminous Paving and Bituminous Resurfacing this section's activities were increased. The central pool of Bituminous Inspectors was used to aid the Divisions in maintaining routine supervision of all bituminous contracts. Senior personnel gave supervision and assisted the Divisions on all bituminous work.

| | |
|--|-----------|
| Pool inspectors used for routine supervision of contracts..... | 193 miles |
| General supervision and assistance by senior personnel..... | 372 " |
| Routine bituminous samples tested..... | 3,806 |
| Check tests of paving mixes..... | 1,500 |

E—MISCELLANEOUS MATERIALS TESTING SECTION

The greater part of the work of this section involves the testing of traffic paint. During the year 58 different traffic paints were submitted for test by 26 different manufacturers. Thirty-five of the samples were road tested on both concrete and asphaltic pavements. Up to eight different tests were made on each sample. The paint section collaborated with Division No. 42 on several problems which arose with regard to field application of traffic paint.

A few samples of the following materials were submitted for testing: subgrade paper; rock salt; bridge paint; asphalt anti-stripping agents; grader blades; concrete pipe; and coated galvanized pipe. Eighteen samples of ice control sand were tested.

F—RESEARCH

The following projects were carried on during the year:

(1) SUPPORTING VALUE OF HIGHWAY PAVEMENTS AND SUBGRADES

Further work was done on this project. The services of a statistician were acquired for a period, and aided greatly in the proper evaluation of the data. Several sites were tested to help determine the adequacy of the base construction before paving was done. Evaluation of the data is being continued.

(2) LOSS OF SUBGRADE SUPPORT OF HIGHWAYS IN SPRING

A third season of testing of 19 fixed locations was concluded. This data will be analyzed and combined with data from other tests on the soil to make a report of the seasonal variation of subgrade bearing.

(3) SOIL CLASSIFICATION

The project of evaluation of Ontario soils was continued during the year. Approximately 400 soil samples were taken and tested.

A preliminary classification has been drawn up consisting of 30 groupings. A group consists of all those pedological soil types which have the same soil grading, geologic origin, and drainage characteristics so that they can all be given identical treatment by the highway engineer. Further surveys will show

soils which may be placed in these groups or whether further groups will be necessary. The soil classification should help cut down on the preliminary soil survey work required and speed up operations. Detailed soil surveys can never be eliminated.

(4) DESIGN OF BITUMINOUS MIXES

Further work has been done using the triaxial test and correlation of laboratory mixes with field samples. A very extensive project was initiated to evaluate different tests of bituminous mixes with an objective of establishing a design procedure and determining what tests could be reliably used for field control.

(5) QUALITY OF AGGREGATES

A long range program has been initiated to determine the reliability of the standard abrasion tests for coarse aggregates, and if necessary to develop new tests or new methods of interpretation.

Coarse aggregate qualities are also being tested by the following methods: effects of heating; resistance to freeze-thaw cycles; chemical action; variable bearing stress; crushing strength and abrasion. From all of these tests it is hoped to learn a good deal more about the behaviour of aggregates and possibly to develop new routine tests.

(6) FROST HEAVE RESEARCH

Testing of commonly encountered soil types is continuing along the lines established in previous years. Sufficient data will soon be available for analysis to determine, by correlation with field performance, what degree of heaving in the laboratory test indicates a soil susceptible in the field.

FORESTRY AND SAFETY DEVICES

FORESTRY

During 1952, Spring and Fall, 109,300 trees and shrubs were planted throughout the province on the King's Highways; mainly for beautification and to replace those trees destroyed in reconstruction, but also as erosion control and in snow hedges. Of these 72,000 were taken from the London, Midhurst and Chatham Nurseries. Extensions were made to both London and Midhurst Nurseries which will in due course add considerably to the output of trees.

Planting continued on Highway No. 401 and was begun on the Barrie and Toronto By-Passes. Dead and dangerous trees and pruning by the Public Utilities were inspected as necessary. Trees suitable for soil and climate were planted in the following Divisions—Chatham, London, Stratford, Hamilton, Owen Sound, Toronto, Port Hope, Kingston, Huntsville, North Bay, Blind River, Fort William and Kenora.

6,000 miles of highway were sprayed for weed control including some distances where the addition of 2-4-5-T with the 2-4-D was made to control brush as well as weeds in the same operation. Experimental work with growth inhibitors on the roadside vegetation in conjunction with the normal weed control spraying showed promising results.

Seeding, sodding and mulching newly-completed construction jobs, which is now standard practice, were inspected and advised upon.

A considerable number of sites for wayside parks and picnic tables were surveyed, and recommendations made to the Division Engineers concerned.

Detailed plans and estimates were made up for dual lane highways as they neared completion and for the Trans-Canada Highway east of Ottawa.

HIGHWAY LIGHTING

Regular maintenance was performed throughout the year to 64 Traffic Signals 87 Flashing Signals, 2 lift bridges, the Queen Elizabeth Way lighting system and various lighted subways and buildings.



Department Nursery west of Delaware on Highway No. 2

Seven new Traffic Signals and six new Flashing Signals were installed.

Eight Traffic Signals and one Flashing Signal were re-arranged due to road widening and other causes.

Three Temporary Signals were installed and one signal was removed.

Double Heads were placed at 8 Traffic Signals, and 4 Boulevard end flashers were placed overhead.

About 100 poles were removed from the Q.E.W. due to widening in the Dixie Area, and numerous temporary signs and lights were installed in the same area.

Two Permanent Traffic Counting Devices were installed, and eight were maintained.

The Glenora Ferry was re-wired.

A power and street lighting installation was made on two Docks for the St. Joseph Island Ferry including motor driven ramps.

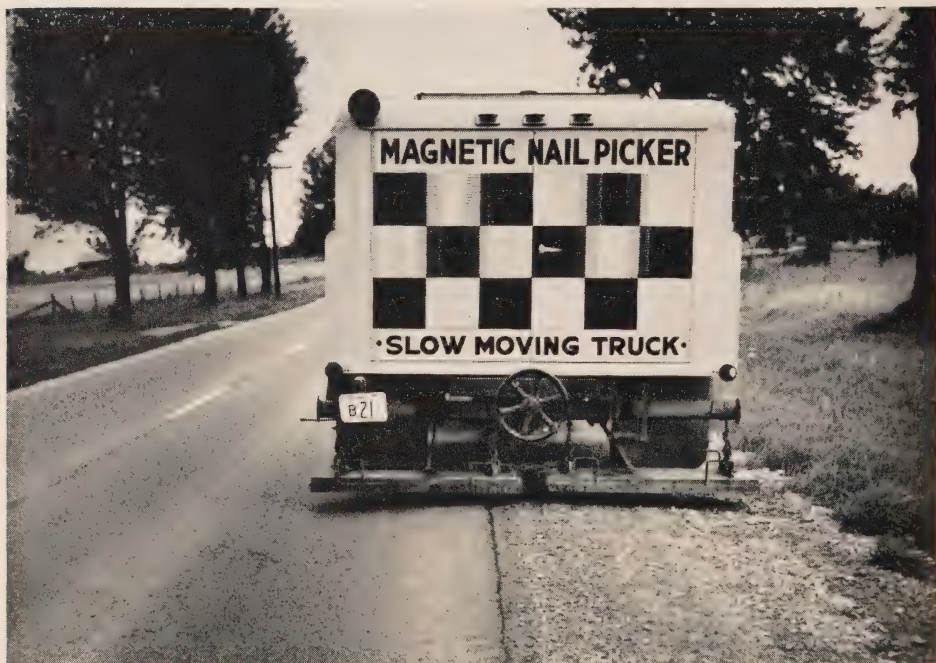
One large building, one yard and one subway were wired and Frequency Conversion was necessary at a number of points.

ZONE PAINTING

Nine machines and crews Zone-Painted 6,271.6 miles of highway, using 57,317 gallons of paint. Five automatic and 4 hand controlled machines were used to carry out the work. Sample lots of four new types of paint were applied. Reflectorized paint was used on all highways.



Divisional maintenance garage and paint shop at Owen Sound



Magnetic nail picker shown working on Highway No. 8

SIGNS

Supervision was given throughout the province to Division Paint Shop operations, and the erection and maintenance of signs on the highway. It is noted that the Department have erected on the highways more than 100,000 permanent signs of all types.

Signing of new four-lane highways Nos. 400 and 401 on the Toronto Division was one of the most important items in connection with signing during the year.

BUILDINGS

A new Division Repair Garage constructed at New Liskeard and an extension completed at Port Hope.

Patrol Garages of various sizes completed at: Dryden, Sioux Lookout, Englehart, Britt, Bradford, Port Credit, Paris, Old Castle. Similar buildings are under construction at Newcastle, Barrie Highway Yard and Strathburn.

Large storage buildings completed at Stratford, London, and Owen Sound, and one under construction at Port Hope.

New Paint Shops completed at North Bay and a building was converted for this purpose at Kingston.

NAIL PICKER

This unit was operated throughout southern Ontario, and covered 4,623 miles of pavement, removing approximately 14,706 lbs. of scrap metal from the pavement surfaces.

CORE DRILLING

A new Core Drilling Machine was added to our present equipment which has helped considerably in speeding up this operation.

Tests were made for bridge foundations, etc., and in carrying out this work over 10,500 lineal feet of drilling was necessary at various locations throughout the province.

SURVEYS BRANCH

TITLE SURVEYS

The summary of Surveys and Land Plans completed during the fiscal year ending March 31st, 1953 by the Title Surveys Division of the Surveys Branch is as follows:

- (1) 468 land plans were prepared from field surveys along 723 miles of highway covering an area of 4,619 acres and including 4,100 owners.
- (2) 4 plans and descriptions for gravel pits from field surveys covering some 33 acres.
- (3) 88 Crown land plans and surveys along 125 miles of highway covering an area of 2,149 acres.
- (4) 4 Indian Affairs plans entailing 4 miles of survey and covering 96 acres.
- (5) 10 plans were prepared for the Department of Public Works from field surveys and covering 108 acres.
- (6) 7 plans were prepared for the Municipal Roads Branch (Development Roads) entailing 20 miles of survey, covering 46 acres and including 64 owners.
- (7) 403 plans were completed from Office Records of previous surveys comprising Land Plans, Abandonment Plans, Controlled Access Highway Plans and

Plans to illustrate Descriptions to deed or acquire land along 138 miles of highway, covering 1,533 acres and including 653 owners.

The total for the above is listed as follows:

| No. of Plans 984 | No. of Miles 1,010 | No. of Acres 8,584 | No. of Owners 4,835 |
|---------------------|-----------------------|-----------------------|------------------------|
|---------------------|-----------------------|-----------------------|------------------------|

- (8) A total of 45 Assumption Plans and 52 Reversion Plans were prepared and registered, a schedule of which is shown.
- (9) During the fiscal year 1,244 proposed Subdivision Plans were examined under the requirements of the Planning Act. 4 Ontario Land Surveyor Apprentices passed the final examinations during the year leaving a total of 15 apprentices on the staff.

**Schedule of Land Plans Prepared from Field Surveys of
1 Mile or More in Length During the Fiscal Year Ending March 31st, 1953**

| TOWNSHIP | P-NUMBER | HIGHWAY | MILES |
|-----------------|----------|----------------------------|--------|
| Arthur..... | 2077-22 | 6 | 7.854 |
| Alice..... | 2998 | 17 | 1.78 |
| Aldborough..... | 1539-3 | 3 | 4.14 |
| Adelaide..... | 2870-8 | 22 | 1.04 |
| Ashfield..... | 2224-14 | 21 | 1.00 |
| Abinger..... | 2421-9 | 41 | 1.00 |
| Abinger..... | 2426-8 | 41 | 2.00 |
| Abinger..... | 2421-10 | 41 | 1.08 |
| Abinger..... | 2421-8 | 41 | 1.92 |
| Amabel..... | 2277-18 | 6 | 1.50 |
| Alice..... | 2940-1 | Eganville Pembroke | 8.650 |
| Asphodel..... | 1901-23 | 7 | 1.10 |
| Beverly..... | 1991-3 | 8 | 3.85 |
| Billings..... | 2458-6 | 68 | 3.01 |
| Brantford..... | 2675-8 | 53 | 5.83 |
| Belmont..... | 2960-3 | 30 | 3.76 |
| Burford..... | 2207-8 | 53 | 1.140 |
| Brock..... | 1667-2 | 7 | 2.22 |
| Balmer..... | 3004 | Red Lake Airport Rd. | 2.41 |
| Blenheim..... | 2658-4 | 2 | 6.08 |
| Belmont..... | 1902-22 | 7 | 10.26 |
| Balmer..... | 3004 | 7 | 2.10 |
| Beverly..... | 1750-6 | 5 | 3.82 |
| Biddulph..... | 1691-17 | 4 | 2.46 |
| Beverly..... | 1750-5 | 5 | 3.80 |
| Brighton..... | 1995-5 | 2 | 8.936 |
| Blenheim..... | 2658-10 | 2 | 2.41 |
| Brooke..... | 2973-1 | 80 | 1.31 |
| Burford..... | 2658-7 | 2 | 8.37 |
| Benoit..... | 2965 | 11 | 2.620 |
| Billings..... | 2458-7 | 68 | 11.590 |
| Beaucage..... | 2259-6 | 17 | 3.50 |
| Blake..... | 2187-9 | 61 | 6.00 |
| Benoit..... | 2965 | 11 | 6.10 |
| Brooke..... | 2973 | 80 | 1.39 |
| Burford..... | 2658-2 | 2 | 1.01 |
| Blake..... | 2187-6 | 61 | 2.05 |
| Burleigh..... | 2356-8 | 28 | 8.07 |
| Calder..... | 2662-9 | 11 | 1.55 |
| Carrick..... | 1999-7 | 9 | 6.60 |
| Clergue..... | 3012-2 | Monteith Ansonville Rd. | 4.10 |
| Crooks..... | 2924-10 | 61 | 8.53 |
| Crooks..... | 2924-8 | 61 | 1.17 |
| Conmee..... | 2599-9 | 17 | 1.56 |

| TOWNSHIP | P-NUMBER | HIGHWAY | MILES |
|----------------------|----------|-------------------------|-------|
| Caledon..... | 2981-2 | 24 | 1.52 |
| Conmee..... | 2599-10 | 17 | 10.64 |
| Coleman..... | 2877-5 | 11 | 1.36 |
| Crosby S..... | 2087-2 | 42 | 2.91 |
| Cramahe..... | 1925-6 | 2 | 6.146 |
| Crooks..... | 2924-7 | 61 | 1.00 |
| Calder..... | 2662-12 | 11 | 3.16 |
| Calder..... | 2662-11 | 11 | 5.55 |
| Calder..... | 2662-10 | 11 | 4.78 |
| Calder..... | 2662-13 | 11 | 6.84 |
| Crooks..... | 2924-9 | 61 | 2.40 |
| Clarence..... | 1775-14 | 17 | 4.50 |
| Caledon..... | 1573-8 | 10 | 1.92 |
| Cavan..... | 2387-4 | 7A | 1.10 |
| Cameron..... | 2204-1 | 17 | 2.46 |
| Cumberland..... | 1863-12 | 17 | 5.00 |
| Caradoc..... | 1998-9 | 2 | 4.34 |
| Cameron..... | 2204-10 | 17 | 2.04 |
| Cameron..... | 2204-11 | 17 | 1.23 |
| Cameron..... | 2204-13 | 17 | 1.00 |
| Charlottenburg..... | 1689-7 | 2 | 2.42 |
| Charlottenburg..... | 1689-6 | 2 | 9.75 |
| Cornwall..... | 1982-8 | 2 | 2.08 |
| Clara..... | 2601-6 | 17 | 3.04 |
| Calvin..... | 2186-7 | 17 | 1.06 |
| Calvin..... | 2186-15 | 17 | 2.06 |
| Calvin..... | 2186-13 | 17 | 2.28 |
| Cobourg..... | 1947-10 | 2 | 1.60 |
| Cumberland..... | 1863-10 | 17 | 7.73 |
| Caradoc..... | 1998-8 | 2 | 3.90 |
| Crosby S..... | 1862-6 | 15 | 4.75 |
| Crosby S..... | 2087-1 | 41 | 2.54 |
| Cardiff..... | 2738-5 | .. | 1.08 |
| Cardiff..... | 2738-6 | .. | 2.96 |
| Crosby N..... | 2067-6 | 42 | 6.80 |
| Calvert..... | 3010 | .. | 3.10 |
| Calder..... | 2662-14 | 11 | 3.02 |
| Cumberland..... | 1863-13 | 17 | 3.27 |
| Calvin..... | 2186-5 | 17 | 1.37 |
| Dorchester N..... | 2403-3 | 73 | 10.70 |
| Dumphries N..... | 1812-15 | 8 | 2.22 |
| Dome..... | 3001-1 | Red Lake Airport Rd. | 1.36 |
| Dome..... | 3001-2 | .. | 2.27 |
| Derby..... | 2004-7 | 6 | 8.54 |
| Dunwich..... | 2009-6 | 3 | 4.26 |
| Dymond..... | 2957-2 | N. Timiskaming Rd. | 2.03 |
| Dorion..... | 2986-11 | 17 | 1.14 |
| Dumfries S..... | 1855-3 | 5 | 5.62 |
| Dorion..... | 2986-6 | 17 | 3.18 |
| Dorion..... | 2986-1 | 17 | 1.17 |
| Darling..... | 2702-3 | Secondary | 1.67 |
| Dorchester N..... | 2005-7 | 2 | 1.04 |
| Dennison..... | 2906-3 | 17 | 4.00 |
| Devitt..... | 2731-2 | 11 | 3.04 |
| Delaware..... | 2003-7 | 2 | 3.65 |
| Dawson Rd. Lots..... | 2171-65 | 17 | 1.28 |
| Devitt..... | 2731-3 | 11 | 2.73 |
| Edwardsburg..... | 1668-10 | 2 | 1.73 |
| Erin..... | 2440-4 | 24 | 3.47 |
| Eldon..... | 2527-20 | 46 | 4.90 |
| Eton..... | 2192-14 | 17 | 5.11 |
| Ekfrid-Mosa..... | 2661-6 | 80 | 7.30 |
| Erin..... | 2440-3 | 24 | 2.27 |
| Erin..... | 2440-2 | 24 | 6.70 |
| Edwardsburg..... | 2818-6 | Prescott By-Pass | 3.01 |
| Edwardsburg..... | 1668-7 | 2 | 1.62 |

| TOWNSHIP | P-NUMBER | HIGHWAY | MILES |
|----------------------------|----------|----------------|-------|
| Eilber..... | 2432-3 | 11 | 9.80 |
| Eilber..... | 2432-4 | 11 | 2.73 |
| Eastnor..... | 2654-5 | 6 | 3.00 |
| Eight D & E..... | 2989 | Trans. Can. | 6.44 |
| Eighty-Four..... | 2162-15 | 17 | 1.07 |
| Eighty-Three..... | 2803-7 | 17 | 8.97 |
| Ekfrid..... | 2053-7 | 2 | 9.17 |
| Elzevir..... | 1874-13 | 7 | 8.536 |
| Flamboro E..... | 1566-4 | 5 | 2.318 |
| Finch..... | 2737-6 | 43 | 9.38 |
| Faraday..... | 2346-12 | 62 | 2.66 |
| Flamboro E..... | 1566-7 | 5 | 1.46 |
| Four D..... | 2993 | Trans. Can. | 4.38 |
| Four E..... | 2995 | Trans. Can. | 2.58 |
| Fallis..... | 2874-2 | 17 | 4.45 |
| Farquier..... | 2691-7 | 11 | 4.00 |
| Faraday..... | 2230-5 | 62 | 4.37 |
| Flamboro E..... | 1566-1 | 5 | 1.45 |
| Flamboro W..... | 1411-6 | .. | 1.82 |
| Ferris W..... | 2136-14 | 11 | 1.93 |
| Ferris W..... | 2136-17 | 11 | 2.227 |
| Gloucester..... | 1937-21 | 17 | 3.04 |
| Gainsborough..... | 1799-15 | 20 | 4.480 |
| Gosfield N..... | 2234-6 | 3 | 1.25 |
| Gosfield S..... | 1518-6 | 3 | 1.77 |
| Greenock..... | 1736-4 | 9 | 5.38 |
| Grenfell..... | 3019-1 | 11 | 6.93 |
| Gower N..... | 1590-10 | 16 | 1.22 |
| Guelph..... | 1735-7 | 6 | 2.41 |
| Goderich..... | 2017-29 | 8 | 5.32 |
| Gibbard..... | 3028 | 17 | 1.59 |
| Gower N..... | 1590-8 | 16 | 1.03 |
| Grenfell..... | 3019 | 11 | 6.31 |
| Grimsby S..... | 1884-20 | 20 | 2.70 |
| Gosfield N..... | 2234-5 | 3 | 5.22 |
| Grey..... | 2734-1 | 86 | 2.00 |
| Hallam..... | 2210-7 | 17 | 3.17 |
| Hillier..... | 2200-5 | 33 | 2.47 |
| Hay..... | 2402-8 | 84 | 4.79 |
| Havilland..... | 2652-38 | 17 | 1.65 |
| Howick..... | 3006 | 9 | 1.35 |
| Harris..... | 2934-1 | N. Timiskaming | 1.00 |
| Hay..... | 2059-5 | 21 | 2.06 |
| Hudson..... | 3026 | 65 | 1.14 |
| Hilliard..... | 3041 | North Rd. | 2.02 |
| Hillier..... | 2200-8 | 33 | 2.96 |
| Hamilton..... | 2558-8 | 28 | 1.59 |
| Haldimand..... | 2509-5 | 45 | 1.65 |
| Haggart..... | 2692-9 | 11 | 1.01 |
| Howick..... | 2841-2 | 86 | 2.01 |
| Haggart..... | 2692-11 | 11 | 1.00 |
| Hibbert..... | 2019-9 | 8 | 3.82 |
| Harvey..... | 2772-3 | Bob-Kin | 2.00 |
| Hillier..... | 2200-3 | 33 | 1.95 |
| Hullett..... | 1860-10 | 4 | 2.20 |
| Harvey..... | 2416-21 | 36 | 4.18 |
| Haggart..... | 2692-7 | 11 | 3.60 |
| Haggart..... | 2692-8 | 11 | 1.56 |
| Hungerford..... | 1963-16 | 37 | 5.00 |
| Hay..... | 2402-5 | 84 | 4.00 |
| Harker..... | 2946-3 | 101 | 2.51 |
| Holloway..... | 2947 | 101 | 3.00 |
| Hearst..... | 2953 | 66 | 1.00 |
| Haldimand..... | 2509-4 | 45 | 6.00 |
| Hamilton..... | 2839-6 | 45 | 3.50 |
| Holland..... | 1969-7 | 6 & 10 | 2.06 |
| Henvey Indian Reserve..... | 2927-8 | 69 | 3.00 |
| Idington..... | 2291-6 | 11 | 2.96 |
| Island 3464..... | 2927-10 | 69 | 2.66 |

| TOWNSHIP | P-NUMBER | HIGHWAY | MILES |
|------------------|----------|-----------------|-------|
| Inwood..... | 3031 | 17 | 1.15 |
| Joynt..... | 3037 | 17 | 1.154 |
| Keppel..... | 2277-19 | 6 | 1.60 |
| Kincardine..... | 2023-7 | 9 | 6.61 |
| Kendrey..... | 2879-2 | 11 | 10.46 |
| Kinloss..... | 2896-4 | 86 | 6.96 |
| Kenyon..... | 2883-2 | 43 | 5.00 |
| Kincaid..... | 2323-6 | 17 | 2.02 |
| Kinloss..... | 2024 | 9 | 2.42 |
| Kincardine..... | 2337-5 | 21 | 2.56 |
| Kendrey..... | 2879-1 | 11 | 1.42 |
| Lorne..... | 2961-3 | 17 | 3.09 |
| Logan..... | 2395-31 | 23 | 2.13 |
| Long..... | 2131-12 | 17 | 3.13 |
| Laxton..... | 2921-4 | 35 | 3.28 |
| Lutterworth..... | 2789-2 | 35 | 1.14 |
| Lorne..... | 2961-5 | 17 | 1.00 |
| Lewis..... | 2235-9 | 17 | 1.59 |
| Laxton..... | 2921-1 | 35 | 4.05 |
| Louise..... | 2932-4 | 17 | 2.07 |
| London..... | 1618-11 | 7 | 6.00 |
| Lyon..... | 2958-1 | 17 | 1.17 |
| Lyon..... | 2958 | 17 | 6.00 |
| Long..... | 2131-7 | 17 | 1.52 |
| Long..... | 2131-10 | 17 | 1.55 |
| Lancaster..... | 1886-9 | 34 | 13.20 |
| Logan..... | 2206-41 | 8 | 4.00 |
| McKillop..... | 2029-7 | 8 | 5.86 |
| McCaulay..... | 2949-2 | 11 | 5.93 |
| Mariposa..... | 1527-5 | 7 | 11.07 |
| Maisonville..... | 2999-1 | 11 | 1.80 |
| Melgund..... | 2180-24 | 17 | 4.44 |
| March..... | 1648-5 | 17 | 4.46 |
| Mariposa..... | 1527-6 | 7 | 1.14 |
| Monmouth..... | 2970-2 | Essonville | 2.90 |
| Maidstone..... | 2956-13 | Haliburton Rd. | |
| | | Toronto | 1.00 |
| | | Windsor | |
| Monteagle..... | 2333-10 | 62 | 2.80 |
| Mosa..... | 1429-12 | 2 | 10.64 |
| Morson..... | 2602-4 | Secondary | 1.48 |
| Minto..... | 1983-7 | 9 | 12.08 |
| McCrossan..... | 2701-5 | Secondary | 3.10 |
| McKim..... | 2976-8 | 69 | 2.03 |
| Mornington..... | 2869-4 | 86 | 1.17 |
| Manvers..... | 2740-12 | 35 | 1.12 |
| McKim..... | 2148-6 | 17 | 1.10 |
| McKim..... | 2148-7 | 17 | 1.08 |
| Maisonville..... | 2999 | 11 | 4.46 |
| McComber..... | 3034 | 11 | 6.84 |
| Monmouth..... | 2945-2 | Wilberforce Rd. | 1.50 |
| Medonte..... | 2082-14 | 12 | 2.14 |
| McCaulay..... | 2215-11 | 11 | 4.51 |
| McTavish..... | 2581-8 | 17 | 4.40 |
| Marmora..... | 1945-8 | 7 | 2.93 |
| McTavish..... | 2581-4 | 17 | 4.79 |
| Mornington..... | 2212-11 | 19 | 1.04 |
| Muskoka..... | 2626-27 | 11 | 1.40 |
| McGregor..... | 2821-14 | 17 | 4.00 |
| Maria..... | 2610-2 | 17 | 3.00 |
| Maria..... | 2610-1 | 17 | 10.00 |
| Maria..... | 2610-3 | 17 | 4.50 |
| McTavish..... | 2581-3 | 17 | 4.50 |
| Markham..... | 1658-27 | 7 | 5.00 |
| Maidstone..... | 2956-1 | Cont. Acc. | 7.00 |
| Monmouth..... | 2970 | Essonville | 3.00 |
| | | Haliburton Rd. | |
| Melanethon..... | 2449-7 | 24 | 2.32 |
| Mulmer..... | 1836-7 | 89 | 1.16 |

| TOWNSHIP | P-NUMBER | HIGHWAY | MILES |
|--------------------|----------|-----------------------|-------|
| Metcalfe..... | 2972 | 80 | 1.21 |
| McGregor..... | 2821-10 | 17 | 5.32 |
| McGregor..... | 2821-11 | 17 | 6.00 |
| McKim..... | 2148-4 | 17 | 1.08 |
| Morson..... | 2602-5 | Secondary | 1.23 |
| McCrossan..... | 2701-3 | Secondary | 1.82 |
| McMillan..... | 2643-3 | 11 | 1.28 |
| Mosa..... | 1429-8 | 2 | 8.30 |
| Mountain..... | 2176-2 | 31 | 2.22 |
| Nichol..... | 1942-11 | 6 | 2.06 |
| Nepean..... | 1870-23 | 17 | 6.51 |
| Nichol..... | 1942-15 | 6 | 8.28 |
| Nipigon..... | 2461-22 | 11 | 2.01 |
| Nipigon..... | 2461-5 | 11 | 2.45 |
| Nipigon..... | 2461-11 | 11 | 2.30 |
| Nipigon..... | 2461-16 | 11 | 1.25 |
| Nipigon..... | 2461-14 | 11 | 2.38 |
| Nelson..... | 2070-45 | Q.E.W. | 1.15 |
| Nipigon..... | 2461-9 | 11 | 1.14 |
| Nelson..... | 1555-6 | 5 | 6.02 |
| Neebing..... | 2572-1 | 61 | 5.00 |
| Oxford W..... | 1695-3 | 2 | 5.01 |
| Oneida..... | 2464-9 | 6 | 1.14 |
| Oro..... | 2203-2 | 12 | 2.96 |
| Ora Vespra..... | 2951-1 | 93 | 5.22 |
| Oro..... | 1726-3 | 11 | 1.00 |
| Oro..... | 1726-4 | 11 | 1.33 |
| Ops..... | 2031-8 | 35 | 2.31 |
| O'Brien..... | 2277-7 | 11 | 1.15 |
| Puslinch..... | 1643-9 | 6 | 5.32 |
| Petawa..... | 2588-19 | 17 | 1.36 |
| Potts..... | 2435-19 | 70 | 3.34 |
| Pittsburg..... | 1826-8 | 2 | 1.10 |
| Peel..... | 2849-4 | 86 | 4.56 |
| Paipoonge..... | 2565-3 | 61 | 1.44 |
| Paipoonge..... | 2565-7 | 61 | 2.73 |
| Peel..... | 1931-12 | 6 | 8.36 |
| Plantagenet N..... | 1867-7 | 17 | 8.99 |
| Wawanash E..... | 1848-21 | 4 | 4.87 |
| Woodhouse..... | 2095-4 | 24 | 6.34 |
| Woolwich..... | 1979-12 | 85 | 1.71 |
| Whitchurch..... | 2735-1 | 47 | 2.66 |
| Wallbridge..... | 2534-7 | 69 | 1.86 |
| Woolwich..... | 2437-4 | 86 | 1.30 |
| Winchester..... | 2451-6 | 43 | 3.35 |
| Waterloo..... | 1791-19 | 7 & 8 | 2.99 |
| Windham..... | 2000-6 | 3 | 8.03 |
| Wilmot..... | 1549-10 | 7 & 8 | 1.02 |
| Wolfe Is..... | 2903-16 | 96 | 1.14 |
| William E..... | 2030-3 | 7 | 2.26 |
| Walters..... | 3040-1 | 11 | 5.70 |
| Wolfe Is..... | 2903-4 | 96 | 1.23 |
| Woolwich..... | 1979-11 | 85 | 2.37 |
| Wolfe Is..... | 2903-8 | 96 | 1.02 |
| Wabigoon..... | 2963 | Quibell Rd. | 1.00 |
| Waterloo..... | 1417-19 | 8 | 1.32 |
| Wellesley..... | 2767-12 | 86 | 2.54 |
| Williamsburg..... | 1918-14 | 31 | 2.51 |
| Wilberforce..... | 2939-6 | Eganville Pembroke | 1.30 |
| Wilberforce..... | 2939-7 | Eganville Pembroke | 6.84 |
| Wilberforce..... | 2939-3 | Eganville Pembroke | 1.80 |
| Wallace..... | 1732-11 | 23 | 1.59 |
| Wolfe Is..... | 2903-11 | 96 | 2.20 |
| Wallace..... | 2673-10 | 86 | 6.00 |
| Widdifield..... | 2785-12 | North Bay By-Pass | 1.32 |

| TOWNSHIP | P-NUMBER | HIGHWAY | MILES |
|------------------|----------|--------------------|-------|
| York N..... | 2770-147 | Toronto By-Pass | 7.33 |
| Yonge..... | 2406-5 | 42 | 1.63 |
| Yarmouth..... | 1783-17 | 4 | 6.92 |
| Yarmouth..... | 2374-6 | 74 | 3.62 |
| Zone..... | 2942-1 | 79 | 1.33 |
| Zone..... | 2942-2 | 79 | 2.63 |
| Zorra E..... | 2378-9 | 19 | 5.80 |
| Zone..... | 2942 | 79 | 1.14 |
| Ramsay..... | 2683-2 | 44 | 1.88 |
| Rochester..... | 3020 | 401 | 2.51 |
| Rochester..... | 3020-1 | 401 | 1.25 |
| Roxborough..... | 2452-4 | 43 | 6.21 |
| Rolph..... | 2128-18 | 17 | 9.00 |
| Revell..... | 2952 | 17 | 1.82 |
| Rochester..... | 3020-2 | 401 | 3.00 |
| Richmond..... | 2860-2 | 41 | 3.05 |
| Sheffield..... | 2060-26 | 41 | 1.44 |
| Seneca..... | 2748-16 | 54 | 1.15 |
| Scarborough..... | 2920-15 | Toronto By-Pass | 1.05 |
| Scarborough..... | 2920-14 | Toronto By-Pass | 1.25 |
| Sanford..... | 2223-5 | 17 | 13.13 |
| Scarborough..... | 2920-18 | Toronto By-Pass | 3.72 |
| Somerville..... | 2147-6 | 38 | 1.67 |
| Stanley..... | 2090-19 | 21 | 7.350 |
| Sandwich S..... | 2144-24 | 4 | 1.14 |
| Scarborough..... | 2920-20 | Toronto By-Pass | 2.16 |
| Sandwich S..... | 2959-5 | Cont. Acc. | 1.00 |
| Southworth..... | 2331-42 | 17 | 1.05 |
| Savanne..... | 3032 | 17 | 5.47 |
| Stedman..... | 3043 | 17 | 3.957 |
| Stephenson..... | 2121-12 | 11 | 2.97 |
| Seneca..... | 2748-8 | 54 | 4.24 |
| Smith..... | 1955-17 | 28 | 1.93 |
| Southwold..... | 1450-6 | 4 | 3.58 |
| Satterly..... | 2978 | 17 | 3.70 |
| Southworth..... | 2331-36 | 17 | 1.32 |
| Sandwich S..... | 2959 | Cont. Acc. | 2.51 |
| Stirling..... | 2560-1 | 17 | 2.73 |
| Sherwood..... | 2902-2 | 62 | 1.17 |
| Southworth..... | 2331-34 | 17 | 1.04 |
| St. Vincent..... | 1908-13 | 26 | 5.74 |
| Southworth..... | 2331-33 | 17 | 1.25 |
| Salter..... | 2531-3 | 17 | 2.00 |
| Shenston..... | 2619-2 | 71 | 2.55 |
| Seymour..... | 1761-18 | 30 | 13.03 |
| Stanley..... | 2012-25 | 4 | 14.44 |
| Scarborough..... | 2920-21 | Toronto By-Pass | 1.02 |
| Sydenham..... | 1909-3 | 26 | 1.00 |
| Tilbury W..... | 3024 | 401 | 4.45 |
| Tilbury N..... | 3024 | 301 | 5.79 |
| Toronto..... | 1857-77 | Q.E.W. | 2.96 |
| Trafalgar..... | 1959-7 | 2 | 1.14 |
| Tecumseth..... | 1973-11 | 27 | 1.90 |
| Tilbury N..... | 1898-5 | 2 | 1.38 |
| Toronto..... | 1801-58 | 5 | 1.03 |
| Turnberry..... | 2968-1 | 86 | 10.28 |
| Trafalgar..... | 2074-6 | 5 | 4.97 |
| Toronto..... | 1801-49 | 5 | 1.60 |
| Townsend..... | 1864-8 | 3 | 2.27 |
| Townsend..... | 1864-10 | 4 | 6.53 |
| Territory..... | 2544-79 | 11 | 3.80 |

| TOWNSHIP | P-NUMBER | HIGHWAY | MILES |
|---------------|----------|-----------|-------|
| UNSURVEYED | | | |
| Usborne..... | 2396-18 | 83 | 5.40 |
| Upsala..... | 3013-1 | 17 | 1.02 |
| Uxbridge..... | 2269-6 | 47 | 2.39 |
| Verulam..... | 2457-6 | Secondary | 1.88 |
| Vaughan..... | 1716-22 | 7 | 3.43 |
| Vaughan..... | 1698-62 | 11 | 1.63 |
| Vaughan..... | 1716-15 | 7 | 2.20 |
| Victoria..... | 2632-4 | 17 | 4.30 |
| Vaughan..... | 1716-16 | 7 | 1.37 |
| Verulam..... | 2457-5 | Secondary | 1.16 |
| Vaughan..... | 2106-3 | 49 | 2.61 |
| Vaughan..... | 2103-22 | 27 | 2.73 |

Schedule of Controlled-Access Highways

| Highway | Designated by Ontario Regulation Number | Mileage | Consolidated Regulations (1950) Number |
|--|---|---------|--|
| No. 2—Chatham south-westerly..... | 39/45 | 6.19 | 406—Item 1 |
| No. 3—Windsor to Maidstone..... | 39/45 | 11.10 | 406—Item 6 |
| No. 27—Malton Road to Q.E.W..... | 39/45 | 7.56 | 406—Item 7 |
| No. 402—Pt. Edward to Highway No. 7.. | 63/46 | 3.39 | 406—Item 10 |
| No. 400—Toronto to Barrie..... | 128/48 | 45.09 | 135—Item 1 |
| Q.E.W.—Fort Erie to Toronto excepting Burlington Beach Rd..... | 121/50 | 85.68 | 134—Item 1 |
| Rainbow Bridge Approach Q.E.W. to Niagara Falls..... | 121/50 | 2.60 | 134—Item 2 |
| No. 401—West Hill to Oshawa..... | 184/50 | 18.63 | 134—Item 3 |
| Ottawa—Quebec Bdy., Gloucester Twp.. | 228/50 | 3.31 | 134—Item 4 |
| No. 102—Hamilton to Dundas..... | 110/51 | 1.61 | ..... |
| No. 401—Toronto Interceptor—Humber River to Hogs Hollow Bridge..... | 110/51 | 6.84 | ..... |
| No. 11—Town of Gravenhurst..... | 161/51 | 1.31 | ..... |
| No. 401—Oshawa to Newcastle..... | 292/51 | 12.81 | ..... |
| No. 401—Prescott By-Pass—Highway No. 16 westerly..... | 46/52 | 2.20 | ..... |
| No. 400—Barrie By-Pass..... | 190/52 | 6.00 | ..... |
| No. 401—Danforth Ave.—Kingston Road—Scarborough Twp..... | 258/52 | 4.10 | ..... |
| No. 401—Gananoque to Brockville..... | 352/52 | 29.61 | ..... |

TOTAL MILEAGE OF CONTROLLED-ACCESS HIGHWAYS—248.03 MILES

Highways in the Process of Being Designated as Controlled-Access Highways

| HIGHWAY | MILEAGE |
|--|---------|
| Q.E.W.—Town of Fort Erie..... | 0.71 |
| No. 401—Toronto to Windsor—Townships: Sandwich S. and Maidstone..... | 9.66 |
| Ottawa—Quebec Boundary | |
| Cumberland..... | 9.98 |
| Clarence..... | 9.88 |
| No. 11—Gravenhurst northerly | |
| Muskoka..... | 6.53 |
| Draper..... | 2.16 |
| Macaulay..... | 8.74 |
| Stephenson..... | 2.68 |
| TOTAL..... | 50.34 |

LOCATION SURVEYS

During the past year the majority of the plans and profiles were completed for the Toronto-Windsor Controlled Access Highway. Surveys for the Trans-Canada Highway were carried on at approximately the same rate as for previous years. Study plans were completed for about 75% of the Toronto-Windsor

Highway in addition to many other miscellaneous plans. A higher total number of contracts were checked than for any previous year. The number of miles of profiles completed and of grades set is approximately the same as for other years. Many traffic analysis reports were completed, origin and destination surveys were continued and accident prone locations were tabulated on maps. All of which is outlined in more detail below.

Aerial Study Plans

| LOCATION | Area in Sq. Miles | Projected Location | |
|--|----------------------|-----------------------|-----------------------|
| Study Plans—Scale 1" = 1,320' | | | |
| Trans-Canada Highway Plans: | | | |
| Agawa to Michipicoten..... | 227 | 60 | |
| Waubaushe to Foot's Bay..... | 256 | 10 | |
| TRANS-CANADA TOTAL..... | 483 | 70 | |
| Additional Plans: | | | |
| Gooderham to Highland Cove..... | 342 | .. | |
| Parry Sound to Emsdale..... | 675 | 60 | |
| ADDITIONAL TOTAL..... | 1,017 | 60 | |
| TOTAL FOR ALL PLANS (Scale 1" = 1,320') .. | <u>1,500</u> | <u>130</u> | |
| LOCATION | Area in Sq. Miles | Projected Location | Contours Sq. Miles |
| Study Plans—Scale 1" = 400' | | | |
| Trans-Canada Highway Plans: | | | |
| Plantagenet to Point Fortune..... | 150 | 16 | .. |
| Madoc Area..... | 15 | 4 | .. |
| Ottawa By-Pass..... | 10 | 2 | .. |
| TRANS-CANADA TOTAL..... | 175 | 22 | .. |
| Additional Plans: | | | |
| Toronto to Windsor..... | 342 | 173 | .. |
| Washago Area..... | 25 | 10 | .. |
| Q.E.W. to Oakville Creek..... | 5 | .. | .. |
| ADDITIONAL TOTAL..... | 372 | 183 | .. |
| TOTAL FOR ALL PLANS (Scale 1" = 400') .. | <u>547</u> | <u>205</u> | <u>..</u> |
| Study Plans 1" = 600' | | | |
| (10' Contours)..... | 35.5 | .. | 35.5 |
| Trans-Canada Highway Plan | | | |
| Study Plans 1" = 200' | | | |
| Trans-Canada Highway Plans: | | | |
| Hawkesbury Area..... | 4 | 4 | .. |
| Additional Plans: | | | |
| Hamilton Rock Gardens—Duffs Corners.. | 13 | 9 | 3 |
| TOTAL FOR PLANS 1" = 200' .. | <u>17</u> | <u>13</u> | <u>3</u> |
| Study Plans 1" = 100' | | | |
| Toronto By-Pass..... | 4.3 | .. | .. |
| Sarnia Area..... | 2.5 | .. | .. |
| Napanee to Gananoque (2' Contours).... | .. | .. | 4 |
| TOTAL FOR PLANS 1" = 100' .. | 6.8 | .. | 4 |
| Miscellaneous Locations..... | .. | 205 | .. |
| GRAND TOTAL FOR ALL PLANS..... | <u>2,106.3</u> | <u>553</u> | <u>42.5</u> |

Field Surveys and Plans

A total of 979 miles of field surveys were completed and are classified as follows:

| | | |
|--|-----|-------|
| Plans of present road 1"=50'..... | 53 | miles |
| Plans of present road 1"=100'..... | 213 | " |
| Plans of revisions and proposed locations 1"=50'..... | 4 | " |
| Plans of revisions and proposed locations 1"=100'..... | 350 | " |
| Miscellaneous plans..... | 98 | " |
| Bridge plans..... | 24 | " |

TRANS-CANADA HIGHWAY

| | | |
|--|-----|---|
| Plans of present road 1"=100'..... | 56 | " |
| Plans of revisions and proposed locations 1"=100'..... | 181 | " |

A detailed list of the above is as follows:

Existing Highways

Plans 1"=50'

| | | | |
|-------------------|-----------------------------------|------|-------|
| Highway 4 | Thames River Crossing..... | 0.42 | miles |
| " 5 | Peters Corners E. & W..... | 3.31 | " |
| " 5 | Kipling Ave.—Etobicoke Creek..... | 2.0 | " |
| Q.E.W. | Niagara Township..... | 2.0 | " |
| Q.E.W. | Stamford Township..... | 7.0 | " |
| Q.E.W. | Burlington—Niagara..... | 33.0 | " |
| Lower Middle Road | Clarkson Corners—Q.E.W..... | 4.7 | " |

Plans 1"=100'

| | | | |
|------------|------------------------------------|------|-------|
| Highway 3 | Cedar Springs to Wheatley..... | 25.0 | miles |
| " 7 | Stratford—St. Mary's..... | 9.2 | " |
| " 8 | Stratford—Dublin..... | 9.0 | " |
| " 8 | Seaforth—Clinton..... | 6.6 | " |
| " 11 | Muskoka Falls—Bracebridge..... | 3.5 | " |
| " 11 | Cochrane—Hunta..... | 15.0 | " |
| " 11 | Smooth Rock Falls—Strickland..... | 11.5 | " |
| " 12 | Town of Whitby..... | 1.2 | " |
| " 17A | Port Arthur—Sistonens Corners..... | 6.0 | " |
| " 21 | Goderich—Bayfield..... | 11.5 | " |
| " 23 | Mitchell—Teviotdale..... | 10.6 | " |
| " 26 | Thornbury—Meaford..... | 7.5 | " |
| " 28 | Apsley—Paudash Lake..... | 11.5 | " |
| " 29 | Pakenham—Highway 17..... | 8.2 | " |
| " 31 | Winchester—Northerly..... | 6.3 | " |
| " 60 | Wilno—Killaloe Airport..... | 11.5 | " |
| " 62 | Maynooth—Combermere..... | 18.0 | " |
| " 72 | Dinorwic—Sioux Lookout..... | 31.5 | " |
| " 99 | Dundas—Copetown..... | 6.3 | " |
| " 401 | Toronto—Windsor..... | 1.1 | " |
| New C.A.H. | Wolfe Island—Rock Chapel..... | 2.2 | " |

Revisions and Proposed Locations

Plans 1"=50'

| | | | |
|--------|------------------------------------|---|-------|
| Q.E.W. | Highway 10—Stavebank Sideroad..... | 4 | miles |
|--------|------------------------------------|---|-------|

Plans 1"=100'

| | | | |
|-----------|--------------------------------------|------|-------|
| Highway 2 | Oakville—Campbell's Corners..... | 16.0 | miles |
| " 2 | Lower Middle Road and Highway 2..... | 1.0 | " |
| " 2 | Comber Sideroad..... | 1.0 | " |
| " 2 | Burlington—Campbell's Corners..... | 2.0 | " |
| " 2 | Brantford Entrances..... | 0.7 | " |
| " 2 | Duff's Corners—Hamilton..... | 7.4 | " |
| " 3 | Dunnville—Canboro..... | 9.8 | " |
| " 8 | Clinton—Goderich..... | 0.5 | " |

| | | | | |
|---------|-----|-----------------------------------|------|-------|
| Highway | 8 | Revisions at Seaforth | 1.4 | miles |
| " | 8 | Revisions at Holmsville | 3.0 | " |
| " | 11 | Cochrane—Hunta | 1.7 | " |
| " | 11 | Washago Revision | 0.93 | " |
| " | 17 | Ottawa—Westerly | 5.0 | " |
| " | 17 | Copper Cliff Westerly | 1.3 | " |
| " | 17A | Port Arthur—Sistonens Corners | 15.5 | " |
| " | 41 | Selby Diversion | 2.2 | " |
| " | 49 | Highway 27 Westerly | 0.5 | " |
| " | 49 | Humber River | 2.0 | " |
| " | 60 | Wilno—Shrine Hill | 5.3 | " |
| " | 60 | Wilno—Killaloe | 2.0 | " |
| " | 62 | Maynooth—Combermere | 9.0 | " |
| " | 69 | Brechin—Washago | 11.6 | " |
| " | 84 | Hensall—St. Joseph | 10.7 | " |
| " | 400 | Toronto North-West Entrance | 0.65 | " |
| " | 401 | Toronto By-Pass East Yonge Street | 2.0 | " |
| " | 401 | Toronto—Windsor | 78.7 | " |
| " | 401 | Willowdale Avenue | 1.0 | " |
| " | 401 | Kingston By-Pass | 5.6 | " |
| " | 401 | Woodstock—London | 38.0 | " |
| " | 401 | Moulinette Easterly | 9.8 | " |
| " | 401 | Trenton—Deseronto | 30.0 | " |
| " | 401 | Highway 27—Highway 10 | 7.0 | " |
| " | 401 | Littles Road | 1.0 | " |
| " | 401 | Highway 38—Highway 15 | 9.5 | " |
| Q.E.W. | | Road Allowance between Lots 5 & 6 | 3.0 | " |
| Q.E.W. | | Burlington Beach Bridge | 3.5 | " |

Development Roads

Plans 1" = 100'

| | | |
|---------------------------------|------|-------|
| Shebandowan—Atikoken | 11.3 | miles |
| Shebandowan—Shebandowan Corners | 13.1 | " |
| Capreol—Milnet Mines | 9.7 | " |
| Sudbury—Azilda | 15.0 | " |

Trans-Canada Highway (Present Highway)

Scale 1" = 100'

| | | | | |
|---------|----|-------------------------------|------|---|
| Highway | 7 | Peterborough Easterly | 10.7 | " |
| " | 15 | Carleton Place—Ashton Station | 5.0 | " |
| " | 15 | Stittsville—Ottawa | 10.0 | " |
| " | 17 | Port Arthur—Quimet | 9.0 | " |
| " | 17 | Firesteel River—English River | 5.1 | " |
| " | 17 | Gurney—Pays Plat | 5.1 | " |
| " | 17 | Hawkesbury—Point Fortune | 11.0 | " |

Trans-Canada Highway Revisions and Proposed Locations

Scale 1" = 100'

| | | | | |
|---------|----|-------------------------------|------|-------|
| Highway | 7 | Peterborough—Omemee | 10.2 | miles |
| " | 7 | Madoc By-Pass | 6.2 | " |
| " | 12 | Waubashene Diversion | 2.3 | " |
| " | 12 | South Orillia By-Pass | 4.5 | " |
| " | 15 | Ottawa—West Entrance | 4.0 | " |
| " | 15 | Perth—Carleton Place | 17.0 | " |
| " | 17 | Whitesands L.—Schreiber | 6.0 | " |
| " | 17 | Revision at Green's Creek | 3.0 | " |
| " | 17 | Selim—Rossport | 5.0 | " |
| " | 17 | Pays Plat—Rossport | 7.0 | " |
| " | 17 | Port Arthur Easterly | 14.0 | " |
| " | 17 | Hawkesbury By-Pass | 3.0 | " |
| " | 17 | Hawk Lake—Manitoba Boundary | 8.5 | " |
| " | 17 | Hawk Lake—Kenora | 25.5 | " |
| " | 17 | Firesteel River—English River | 7.5 | " |
| " | 17 | Highway 34—Quebec Boundary | 6.0 | " |
| " | 17 | Highway 17—Highway 34 | 3.5 | " |
| " | 17 | Gurney—Pays Plat | 10.5 | " |

| | | | | |
|--------------|-----|-------------------------------|------|-------|
| Highway | 69 | Boyne River—Parry Sound..... | 4.5 | miles |
| " | 69 | Hayes Corners North..... | 4.5 | " |
| " | 69 | Portage L. Revision..... | 0.6 | " |
| " | 69 | Waubashene Revision..... | 1.5 | " |
| " | 103 | Port Severn Diversion..... | 2.5 | " |
| New Location | | Iron Bridge—Aubrey Falls..... | 23.5 | " |

In addition to the above, grades were set on 1,088 miles of profile and 296 contracts were checked.

The following is a summary of plans, etc., completed during the fiscal year 1952-53.

Study Plans

| | | |
|-------------------------|-------|--------------|
| Area mapped..... | 2,107 | square miles |
| Area contoured..... | 43 | " " |
| Projected location..... | 553 | " " |

Highway Plans

| | | |
|---------------------------------------|-----|-------|
| 1" = 50' | 53 | miles |
| 1" = 100' | 269 | " " |
| Revisions and proposed locations..... | 657 | " " |
| | 979 | " " |

| | | | | |
|--------|---------------|--------------|---------------|--|
| | PROFILES | | GRADES SET | |
| | 936 miles | | 1,088 miles | |
| BRIDGE | RAILWAY BOARD | INTERSECTION | MISCELLANEOUS | |
| 22 | 8 | 9 | 48 | |

TRAFFIC ENGINEERING

HIGHWAY TRAFFIC VOLUMES:

A pressure sensitive detector (automatic traffic recorder) for each direction of traffic, was installed on the Toronto-Barrie access controlled highway, just north of Wilson Avenue.

There are now nine permanent station traffic recorders, seven of the magnetic type and two of the pressure detector type, operating on Ontario Highways, all year round. These nine permanent installations are supplemented with ten automatic traffic recorders of the tube type actuation. The operation period for these tube installations usually extends from May to November inclusive.

The trial operation of a new type magnetic detector was made by the Streeter-Amet Co. on Highway No. 11 near Bradford. This new traffic counter proved unsatisfactory and had to be removed.

The recordings from all stations were compiled on the regular card forms covering the weekly and monthly record of traffic.

The average for all recording stations showed traffic volumes for the year 1952 to be 15% greater than those of the preceding year.

Traffic volumes on the Toronto By-Pass showed a steady increase over 1951. 24 hour traffic volumes, taken east of Bathurst on the By-Pass, both directions, were found to average 10,564 for the average week day, Monday through Thursday, March 1953.

TRAFFIC ANALYSIS REPORTS:

Requests from municipalities for the installation of traffic control signals, flashing signals and other highway improvements, necessitated traffic studies at the following locations:

- (1) Highway No. 3 and County Rd. at Cottam.
- (2) Highway No. 33 at entrance to Bata Shoe Factory.
- (3) Highway No. 5 and the Dixie Road.
- (4) Highway No. 20 and County Rd. 15N at Smithville.

- (5) Highway No. 20 and Main St. at Smithville.
- (6) Highway No. 3 and County Rd. at Nelles Corners.
- (7) Highway No. 2 and Old Highway No. 2, at East Limits of Paris.
- (8) Highway No. 5 between Humber Bridge and Prince Edward Drive.
- (9) Queen Elizabeth Way at Toronto City Limits.
- (10) Highway No. 3 and Highway No. 4 at Talbotville.
- (11) Highway No. 4 and County Rd. at Arva.
- (12) Highway No. 24 and County Rd. north of Galt.
- (13) Highway No. 7 and Highway No. 30 at Havelock.
- (14) Q.E.W. and MacDonald Ave. at Niagara Falls.
- (15) Highway No. 20 and Barton St., Saltfleet Township.
- (16) Highway No. 2 at Village of Odessa.
- (17) Highway No. 8 and Highway No. 58 at St. Catharines.
- (18) Highway No. 2 at Barriefield Military Camp.
- (19) Highway No. 2 and Kathleen St., London Township.
- (20) Highway No. 2 and Clarke Sideroad, London Township.
- (21) Highway No. 5 and Main St. at St. George.
- (22) Highway No. 3 and Highway No. 19, east limits of Tillsonburg.
- (23) Q.E.W. and Lake St. at St. Catharines.
- (24) Highway No. 2 and Aviation Rd., Toronto Township.
- (25) Highway No. 14 and County Rd. at Foxborough.
- (26) Highway No. 2 at Village of Delaware.
- (27) Highway No. 11 and Norton Ave., North York Township.
- (28) Highway No. 27 and Horner Ave., Etobicoke Township.
- (29) Highway No. 19 and Mill St. at Milverton.
- (30) Highway No. 2 at Swing Bridge in Cardinal.
- (31) Highway No. 57 and County Rd. No. 8E at Wellandport.
- (32) Highway No. 5 and Warden Ave., Scarborough Township.
- (33) Highway No. 5 and Grenview Blvd., Etobicoke Township.
- (34) Queensway and Kipling Ave., Etobicoke Township.
- (35) Highway No. 7 and Main St. at Markham.
- (36) Highway No. 8 at Freeport Bridge, Waterloo Township.
- (37) Highway No. 2 and Beechgrove Drive, Scarborough Township.
- (38) Highway No. 5 and South Kingsway at Swansea.
- (39) Highway No. 11A and Fairlawn Ave., North York Township.
- (40) Highway No. 11A and Brooke Ave., North York Township.
- (41) Highway No. 2 at Maplehurst School, Aldershot.
- (42) Q.E.W. and McLeod Rd., Stamford Township.

Throughout the past fiscal year, 31 requests were received for the installation of traffic control signals on King's Highways. The traffic studies indicated that the minimum warrants established to measure the need for traffic signal installations were satisfied at only 4 locations.

Analysis of physical conditions and the accident record at these locations frequently indicated that minor improvements would facilitate safe traffic movement. It was found that the removal of obstructions to visibility such as trees and poles, the enforcement of a "No Parking" zone, the provision of adequate nighttime illumination, or the relocation of stop signs would expedite safe traffic movement more economically than the installation of a traffic signal or flashing signal.

A traffic analysis report was submitted, for each location studied, with conclusions and recommendations.

ACCIDENT PREVENTION ENGINEERING

Accident Experience

The location of all motor vehicle accidents occurring on the King's Highways during the year 1952 were plotted on their respective "accident spot maps." For simplification, the manner in which each accident occurred was omitted from the maps, but this information was retained in files at head office.

The purpose of these accident "spot maps" is to locate the accident prone locations throughout the province. As traffic accidents are reported and each traffic accident plotted on its respective map, an accident prone location will gradually develop, if, as and when these plotted accidents show a tendency to concentrate at some particular location. The definite establishment of an accident prone location requires that this picture be produced yearly, at the same location, for a minimum period of three consecutive years.

A much publicized fatality, having occurred at some specific location, does not necessarily mean the designation of an accident prone location. It is only through visual inspection of the accident spot maps that accident prone locations can rationally be determined.

"Accident prone locations," definitely established through yearly repetition during a three-year period, were circled on all "spot maps" and colored in red. "Potential accident prone locations," or those locations showing probabilities of becoming accident prone locations were circled and colored yellow on the same maps.

Copies of these completed "accident spot maps" for 1952 were forwarded to all Department Division Engineers and to all Ontario Provincial Police District Inspectors, covering all highways coming under their jurisdiction.



Channelization at the junction of Highways No. 4 and No. 9, eight miles west of Walkerton

Monthly reports indicating the manner of occurrence, weather and road conditions, and location of all fatal motor vehicle accidents occurring on the King's Highways each month, were prepared and forwarded to all Division Engineers and to each Provincial Police District Inspector. "Traffic fatality spot maps," on a small scale, for both Southern and Northern Ontario accompanied the report each month.

Short lectures, covering the field of accident prevention, were given to various groups taking a safety course at the University of Toronto.

INVESTIGATIONS

Investigations were begun by the Traffic Engineering Branch in an attempt to eliminate some of the above mentioned "Accident Prone Locations." Some forty locations were visited in order to obtain the necessary data to make a detailed study of existing physical conditions. This information was augmented by vehicle and pedestrian counts, speed surveys, pictures, and an analysis of the accident records for each location. Upon completion of these studies, recommendations were made which could possibly reduce the accident rate and provide safer, less congested vehicular movement on the highway system. These recommendations included physical changes, improved signing, and restrictive measures (e.g. No Parking zones).

As this work has only just begun it is not yet possible to provide complete "Before and After" comparisons for any locations where improvements were made, but it is expected that by the end of 1953 such comparisons will be available.

These investigations comprise the initial stages of a "Betterment Program" instituted by the Department to eliminate hazardous locations within the highway system and thus to provide safer facilities for the motoring public.

ORIGIN-DESTINATION SURVEY

The work of obtaining highway planning data by means of Origin and Destination Surveys was continued in 1952. External surveys were conducted on all King's Highways and major county roads at the following centres: Port Hope, Cobourg, Trenton, Belleville, Kingston, Ivy Lea Bridge, Brockville, Cornwall, Lancaster, Alexandria, Hawkesbury, Ottawa, Peterborough, Lindsay, Beaverton and Orillia. Special surveys were also completed at Sudbury (Hwy. No. 17 west) and at Hamilton (Hwy. No. 102). The usefulness of the information obtained from this type of survey became more evident during 1952, as experienced from the Ottawa city external survey and Orillia By-Pass investigations,

(1) CITY OF OTTAWA—In addition to the normal external survey, additional data was obtained to assist the Ottawa Planning Board with a proposed street improvement program.

The major traffic desires of external city-bound traffic, as revealed from the prepared traffic desire line plans of the area, were shown to have destination within the business section of the city. The majority of traffic (76%) bound for Ottawa desired to enter the city and only 14% of the total inbound traffic wished to by-pass the city. According to these factual results, the construction of an interceptor highway around the city of Ottawa, on the route proposed, was not economically justified at present. As discussed by "Interregional Highways" this proposed outer loop may become of more importance in future years as suburban areas are developed. The construction of arterial roads and their grade separated connections with the interceptor highway was emphasized.

(2) ORILLIA-ATHERLEY AREA—Surveys conducted in this area provided information for the planning of two by-pass routes which will relieve considerably the existing street congestion, especially the present highway routes through Orillia.



BEFORE:—Blind intersection, narrow shoulders, restricted vision. Five-month period—7 accidents, 2 fatalities, 4 injuries.

INTERSECTION HIGHWAY NO. 7 AND JANE STREET

AFTER:—Culvert lengthened, shoulders widened, vision improved. Five-month period—No accidents



(3) HIGHWAY NO. 2 IN EASTERN ONTARIO—As noted above, surveys were conducted at all major centres along the present route of Highway No. 2. The information obtained is being used for the determination of possible by-pass routes, the relocation of highways and townsites necessitated by the implementation of the proposed St. Lawrence Seaway, and many other traffic and planning problems.

(4) The special survey at Hamilton was instituted as an aid to street planning, and the data obtained proved beneficial to city officials.

CONSTRUCTION ON THE TRANS-CANADA HIGHWAY

In the year 1952-53 the bulk of the work on the Trans-Canada Highway was performed on carry-over contracts, of which there were 35. With the addition of work carried out on 16 new contracts awarded during the year the total work on the Highway was considerable, the mileage of completed grading and culvert work being 104.5, completed bituminous hot mix paving 44.6 miles and the number of completed permanent bridges, 5.

Included in the 16 new contracts were 6 grading and culvert contracts covering 39.2 miles, 5 hot mix paving contracts totalling 47.8 miles and 5 bridge contracts.

Work continued to be pushed easterly on the new Highway east of Ottawa and at year's end grading was being extended to a point 2 miles east of Alfred. On Hwy. No. 7 two contracts covering 13.7 miles between Bathurst and Actinolite were active, and from Sunderland Corners to Oakwood 10 miles of grading



Re-location on Highway No. 17 (Trans-Canada) $2\frac{1}{2}$ miles west of Naughton

and hot mix paving were completed. On the new Parry Sound-Sudbury section of the Highway, between the Magnetawan River and north of Burwash, extensive work was carried out on 6 contracts, and westerly from Sudbury to east of Blind River a heavy amount of work was carried out on 55.2 miles. On the north shore of Lake Superior work continued on 31 miles of extremely heavy construction and by the end of the year over 80% of the work was completed. West of Fort William grading was completed on 5 miles of Highway north of Kakabeka Falls and east of English River hot mix paving was completed on 28 miles, thus providing 50 miles of paved road from English River easterly. East of Dryden work continued on 22.5 miles, and during the year 14 miles of grading and 9.5 miles of hot mix paving were brought to completion on that section.

Despite the continued shortage of steel 5 permanent bridges were completed. These were the Murdock River and Birch Creek Bridges and Railway Overheads near Webbwood, Walford and Selim.

By the end of the year there were the following, total mileages built to Trans-Canada Highway standards:

| | |
|----------------------------------|-----------|
| Grading and Culverts..... | 281 miles |
| Bituminous Hot Mix Pavement..... | 128 miles |
| Permanent Bridges..... | 13 |

| Division | Highway | | 1952 Mi. Completed | Total Miles |
|----------------------|--------------|--|-----------------------|----------------|
| Grading and Culverts | | | | |
| 7 | 7 | Sunderland Corners to Oakwood..... | 9.3 | of 10.0 |
| 8 | 7 | Actinolite easterly..... | 5.9 | " 5.9 |
| | 7 | Bathurst to Maberley..... | 3.0 | " 7.1 |
| 9 | T.C.H. | 11 mi. east of Green's Creek easterly | 6.0 | " 7.2 |
| | T.C.H. | East of Rockland easterly..... | 1.8 | " 6.6 |
| | T.C.H. | Plantagenet westerly..... | 6.5 | " 7.7 |
| 11 | 69 | Magnetawan River to Still River..... | 1.4 | " 2.8 |
| | 69 | Bekanon northerly..... | 1.1 | " 6.0 |
| | 69 | French River southerly..... | 1.1 | " 5.3 |
| | 69 | Gordon Bay to Hayes Corners..... | 0.3 | " 6.2 |
| 17 | 69 | French River Northerly..... | 2.3 | " 8.0 |
| | 69 | 8 mi. north of French River northerly | 2.2 | " 8.0 |
| | 69 | 16 mi. north of French River northerly | 2.2 | " 8.9 |
| | 69 | Sudbury south for 2 miles..... | 0.4 | " 2.0 |
| | 17 | Sudbury to Copper Cliff..... | 1.6 | " 3.1 |
| | 17 | Copper Cliff westerly..... | 1.5 | " 5.7 |
| | 17 | Vermillion River easterly..... | 3.0 | " 5.7 |
| | 17 | Whitefish westerly..... | 1.0 | " 7.5 |
| | 17 | 7½ miles west of Whitefish westerly | 2.9 | " 9.4 |
| | 17 | 2 miles west of Nairn to 3 mi. east of McKerrow .. | 1.0 | " 3.3 |
| 18 | 17 | Massey to east of Webbwood..... | 6.4 | " 11.4 |
| | 17 | Cutler east and west..... | 4.0 | " 4.8 |
| | 17 | Algoma east and west..... | 2.0 | " 4.5 |
| | Chapleau Rd. | North of Aubrey Falls northerly..... | 2.0 | " 12.0 |
| 19 | 17 | Angler to Little Pic River..... | 5.0 | " 17.1 |
| | 17 | Little Pic River to Steele River..... | 6.0 | " 13.1 |
| | 17 | Kakabeka Falls northerly..... | 4.6 | " 5.0 |
| | 17 | 36 mi. east of English River easterly | 3.0 | " 14.0 |
| | 17 | 22 mi. east of English River easterly | 5.0 | " 14.0 |
| 20 | 17 | 24 mi. east of Dryden easterly | 6.0 | " 8.5 |
| | 17 | 10 mi. east of Dryden easterly | 6.0 | " 14.0 |
| | | | 104.5 | 244.8 |

Granular Base (New Grading)

| | | | | | |
|----|--------|--|------|----|------|
| 7 | 7 | Sunderland Corners to Oakwood..... | 10.0 | of | 10.0 |
| 8 | 7 | Actinolite easterly..... | 5.9 | " | 5.9 |
| 9 | T.C.H. | 11 mi. east of Green's Creek easterly..... | 6.0 | " | 7.2 |
| | T.C.H. | East of Rockland easterly..... | 1.8 | " | 6.6 |
| | T.C.H. | Plantagenet westerly..... | 6.5 | " | 7.7 |
| 11 | 69 | Magnetawan River to Still River..... | 2.8 | " | 2.8 |
| | 69 | Bekanon northerly..... | 1.7 | " | 6.0 |
| | 69 | French River southerly..... | 3.0 | " | 5.3 |

| Division | Highway | | 1952 Mi. Completed | Total Miles |
|----------|--------------|--|-----------------------|----------------|
| 17 | 17 | Sudbury to Copper Cliff..... | 3.0 | of 3.5 |
| | 17 | Vermillion River easterly..... | 3.0 | " 5.7 |
| | 17 | 7½ mi. west of Whitefish westerly..... | 9.4 | " 9.4 |
| | 17 | 2 mi. west of Nairn to 3 mi. east of McKerrow .. | 1.0 | " 3.3 |
| 18 | 17 | Massey to east of Webbwood..... | 4.4 | " 11.4 |
| | 17 | Cutler east and west..... | 4.0 | " 4.8 |
| | 17 | Algoma east and west..... | 2.5 | " 4.5 |
| | Chapleau Rd. | North of Aubrey Falls northerly..... | 1.4 | " 12.0 |
| 19 | 17 | Kakabeka Falls northerly..... | 5.0 | " 5.0 |
| | 17 | 36 mi. east of English River easterly..... | 4.0 | " 14.0 |
| | 17 | 22 mi. east of English River easterly..... | 7.0 | " 14.0 |
| 20 | 17 | 24 mi. east of Dryden easterly..... | 7.0 | " 8.5 |
| | 17 | 10 mi. east of Dryden easterly..... | 7.0 | " 14.0 |
| | | | 75.4 | 161.6 |

Bituminous Hot Mix Paving

| | | | | |
|----|--------|--|------|---------|
| 7 | 7 | Sunderland Corners to Oakwood..... | 10.0 | of 10.0 |
| 9 | T.C.H. | Green's Creek easterly..... | 12.5 | " 12.5 |
| 17 | 17 | Sudbury to Copper Cliff..... | 1.6 | " 3.1 |
| 19 | 17 | 36 mi. east of English River easterly..... | 4.0 | " 14.0 |
| | 17 | 22 mi. east of English River easterly..... | 7.0 | " 14.0 |
| 20 | 17 | 24 mi. east of Dryden easterly..... | 5.7 | " 8.5 |
| | 20 | 10 mi. east of Dryden easterly..... | 3.8 | " 14.0 |
| | | | 44.6 | 76.1 |

Bituminous Mulch Pavement

| | | | | |
|----|--------------|--------------------------------------|----|-------|
| 17 | Chapleau Rd. | North of Aubrey Falls northerly..... | 10 | of 12 |
|----|--------------|--------------------------------------|----|-------|

Bridges Built**PERMANENT BRIDGES**

| | | |
|----|----|----------------------|
| 17 | 69 | Murdock River Bridge |
| 18 | 17 | Webbwood Overhead |
| | 17 | Birch Creek Bridge |
| | 17 | Walford Overhead |
| 19 | 17 | Selim Overhead |

TEMPORARY BRIDGES

| | | |
|----|----|--------------------------------|
| 19 | 17 | Little Pic River Bailey Bridge |
| | 17 | Dead Horse Creek Bridge |
| | 17 | Steele River Bailey Bridge |

DIVISION NO. 1 — CHATHAM**Construction**

HIGHWAY No. 39—A bad traffic condition was corrected with the completion of the Puce River Bridge and diversion replacing a narrow structure having poor alignment at the approaches.

HIGHWAY No. 3—A sharp dangerous curve was eliminated between Cottam and Ruthven, known as Upcott's Curve.

HIGHWAY No. 78—Construction which was started last year was completed between Dresden and Wallaceburg. This work replaced four right angle turns with flat curves and an old 16-ft. concrete pavement with a 22-ft. hot mix pavement.

HIGHWAY No. 402—The underpass to carry Christina Street over the dual highway in Point Edward was completed. Streets which serve as an integral part of the scheme were graded and paved. The north lane of the dual highway was paved from Blue Water Bridge Plaza to Colborne Road.

HIGHWAY No. 79—Paving was completed between Bothwell and Alvinston and the mulch surface on Highway No. 18A from Colchester to Malden Centre completes the paving of all Provincial Highways in this division.

Maintenance

Several pieces of new equipment were added to increase the maintenance efficiency. Most important additions consisted of 5 tractors that can be used as front end loaders or mowers. Worn out equipment was also replaced with new units.

High water levels in Lake Erie and the Detroit and St. Clair Rivers caused considerable erosion on Highways Nos. 18A and 40. This condition was corrected by the placing of 6,813 tons of one man rip rap stone.

The bases of five bridges, over Big Creek on Highway No. 40 were repaired and strengthened. Work consisted of underpinning and deepening the foundations.

Because of mild winter weather, the removal of ice and snow from highways was less difficult than in normal years. Night and day patrols were on duty during the entire winter season, and road conditions reported to Toronto head office 6 times every 24 hours.

Routine patching and general maintenance was carried out on all highways on the division.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|---------------------|
| Grading and Culverts | | | | | |
| 78—Dresden to Wallaceburg..... | 1951 | 1952 | 10.40 | 10.40 | Completed |
| 402—Blue Water Bridge Plaza to Colborne Rd. and connecting roads..... | 1951 | 1952 | 3.50 | 3.50 | Completed |
| 3—Wheatley east to Stephenson side road..... | 1952 | ..... | ..... | 10.05 | Incomplete |
| 98—Tilbury to 3.98 miles west..... | 1952 | 1952 | 3.98 | 3.98 | Completed |
| 3—Upcott's Curve—between Cottam and Ruthven..... | 1952 | 1952 | 0.43 | 0.43 | Completed |
| 3—Leamington to Wheatley..... | 1951 | 1952 | 7.80 | 7.80 | Completed |
| 79—Highway No. 2 to Bothwell, east and west legs..... | 1952 | 1952 | 4.21 | 4.21 | |
| 401—Between Cons. 1 and 2 Maidstone to Highway No. 2 west of Tilbury.. | 1951 | ..... | 2.00 | 2.00 | Incomplete |
| DEVELOPMENT ROADS | | | | | |
| Brigden to County Road No. 4..... | 1951 | ..... | ... | 5.00 | Incomplete |
| TOTAL..... | | | 32.32 | | |
| Granular Base (New Grading) | | | | | |
| 78—Dresden to Wallaceburg..... | 1951 | 1952 | 6.70 | 6.70 | 102,510 tons |
| 402—Blue Water Bridge Plaza to Colborne Rd., and connecting roads..... | 1951 | 1952 | 2.10 | 2.10 | 26,113 " |
| 3—Wheatley east to Stephenson side road..... | 1952 | Incompl. | 1.03 | 1.03 | 10,254 " |
| 98—Tilbury to 3.98 miles west..... | 1952 | 1952 | 3.98 | 3.98 | 39,387 " |
| 3—Upcott's Curve (between Cottom and Ruthven)..... | 1952 | 1952 | 0.43 | 0.43 | 5,088 " |
| 3—Leamington to Wheatley..... | 1951 | 1952 | 1.14 | 1.14 | 18,116 " |
| 79—Highway No. 2 to Bothwell, east and west legs..... | 1952 | 1952 | 2.82 | 2.82 | 34,123 " |
| 39—Puce River Diversion..... | 1951 | 1952 | 0.32 | 0.32 | 2,230 " |
| 3B—Grand Marais Rd. to Howard Ave.... | 1952 | 1952 | 2.12 | 2.12 | 4,463 " |
| TOTAL..... | | | 20.64 | | 242,284 tons |
| Granular Base (No Grading) | | | | | |
| 18A—Colchester to Malden Centre..... | 1951 | 1952 | 8.5 | 8.5 | 14,265 tons |
| Gravelling Contracts Not Including Granular Base | | | | | |
| 98—Tilbury to Rochester Town Line..... | 1952 | 1952 | 9.12 | 9.12 | 5,370 tons |
| 3—Upcott's Curve Diversion..... | 1952 | 1952 | 0.43 | 0.43 | 1,238 " |
| 3—Leamington to Wheatley..... | 1951 | 1952 | 7.80 | 7.80 | 2,597 " |
| 3B—Windsor to Highway No. 3..... | 1952 | 1952 | 2.12 | 6.23 | 4,747 " |
| 79—Bothwell to north of Alvinston..... | 1951 | 1952 | 14.87 | 14.87 | 6,167 " |
| 79—Highway No. 2 to Bothwell, east and west legs..... | 1951 | 1952 | 4.21 | 4.21 | 3,148 " |
| TOTAL..... | | | 38.55 | 42.66 | 23,267 tons |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|---------------------------|
| Bituminous Hot Mix Pavements | | | | | |
| 78—Dresden to Wallaceburg..... | 1952 | .... | 10.40 | 10.40 | Base only |
| 79—C.P.R. at Bothwell to north of Alvinston..... | 1951 | 1952 | 14.87 | 14.87 | 4.5 mi. base laid 1951 |
| 79—Highway No. 2 to C.P.R. at Bothwell | 1952 | 1952 | 5.93 | 5.93 | |
| 39—Puce Diversion..... | 1952 | 1952 | 0.32 | 0.32 | |
| 402—Blue Water Bridge Plaza to Colborne and connecting roads..... | 1951 | 1952 | 2.78 | 3.50 | Some base laid 1951 |
| 3—Upcott's Curve..... | 1952 | 1952 | .43 | .43 | Some base laid 1951 |
| 98—Tilbury to 3.98 miles west..... | 1952 | 1952 | 3.98 | 3.98 | Some base laid 1951 |
| TOTAL..... | | | 38.71 | 39.43 | |
| Bituminous Road Mix Mulch Surface | | | | | |
| 18A—Colchester to Malden Centre..... | 1952 | 1952 | 8.5 | 8.5 | Some base laid 1951 |
| Bituminous Resurfacing Old Pavements | | | | | |
| 3—Stephenson side road to Wheatley.... | 1952 | 1952 | 6.28 | 6.28 | Base only |
| 3—Wheatley to Leamington..... | 1951 | 1952 | 1.00 | 1.00 | Gaps left in 1951 |
| 3—Huron Line to Howard Avenue..... | 1952 | 1952 | 2.00 | 2.00 | N. lane of dual |
| 3B—Windsor to Jct. Highway No. 3..... | 1952 | 1952 | 4.23 | 4.23 | |
| 40—Extensive patching, through Sombra, Courtright, etc..... | 1952 | 1952 | 1.80 | 1.80 | |
| 98—4 miles west of Tilbury to Rochester Town Line..... | 1952 | 1952 | 5.14 | 5.14 | |
| | | | 20.45 | 20.45 | |
| Bituminous Surface Treatment | | | | | |
| 21—Dresden to 5 miles north..... | 1952 | 1952 | 43.5 | 43.5 | |
| 21—Grand Bend to 14 miles south..... | 1952 | 1952 | | | |
| 7—Park Hill to Wisebeach..... | 1952 | 1952 | | | |
| 82—Jct. Highway 21 to Jct. Highway 7.... | 1952 | 1952 | | | |
| | | | 43.5 | 43.5 | |
| Crushed Gravel and Stone Placed by Department Forces | | | | | |
| Highway No. 2—21 tons; No. 3—72 tons; No. 40—217 tons; No. 98—175 tons; Pelee Island— 1,308 tons; Oldcastle—302 tons. | | | | | |
| Placed on shoulder..... | | | | 1,793 tons | |
| Stock piled..... | | | | 302 tons | |
| TOTAL..... | | | | 2,095 tons | |
| Table Showing Totals Covering Work Done on Division No. 1 | | | | | |
| Calcium dust layer on gravel surfaces (6 miles)..... | | | | | 27 tons |
| Salt used for de-icing all roads in division, 554 miles using..... | | | | | 2,860 tons |
| Right of way fences erected..... | | | | | 14 miles |
| Snow fences erected, dismantled and stored..... | | | | | 50 " |
| Sand used for winter maintenance (on all roads)..... | | | | | 400 tons |
| Roads snow plowed and kept open..... | | | | | 553.5 miles |
| Equipment storage houses..... | | | | | Total number 9 |
| | | | | | Added in 1952 1 |
| Shrubs received from other nurseries..... | | | | | Number 6,500 |
| Maintenance of roadside picnic places..... | | | | | Total number 56 |
| Maintenance of tables and benches in roadside places..... | | | | | Total number 80 |
| | | | | | Added in 1952 3 |
| Maintenance of tables and benches in off-road parks..... | | | | | Total number 82 |
| | | | | | Added in 1952 19 |
| Maintenance of off-road parks..... | | | | | 52 acres |



Winter equipment and Department Garage at Lambeth



Storage for safety signs at Owen Sound

| | |
|--|--------------|
| Maintenance of snow hedges planted to date..... | 4 miles |
| Routine maintenance on King's Highways..... | 553.5 miles |
| Development roads built..... | 5 miles |
| Maintenance of Scale Houses..... | Total number |
| Automatic protection placed at 6 level railway crossings, consisting of 1 bell and 2 flashers each. | 2 |

DIVISION NO. 2 — LONDON

Construction

Mild weather conditions, continuing into the late Fall, permitted the completion of the major part of the paving program, with relatively few difficulties. The main items of paving consisted of that carried out on new grade and the re-surfacing of old concrete pavements. Over the old pavements, a layer of granular material, to a minimum depth of 6" was first placed to eliminate the transference of longitudinal and surface cracks to the surface of the new pavement. It is believed that this procedure will greatly improve the resulting job.

On the Union diversion the chief operation in point of difficulty was the construction of a culvert to carry the stream flow through the Union pond. This pond having an accumulated depth of some ten feet of silty material in the bottom which had to be displaced with suitable material consolidated in place. In the distribution of this material extreme care had to be exercised to build up equally on each side of the culvert so as to prevent any distortion of this long structure.

No other difficulties in construction were encountered, but more attention was paid to flattening slopes, making for easier seeding and final maintenance operation. West of Simcoe, on Highway No. 3, where fine sandy material was encountered, the cuts and fills were sodded to prevent immediate loss by wind and erosion.

Particular attention was paid to Highway intersections with heavily travelled county and township roads. Certain channelization schemes were put into effect at various locations. While these were not perfect in the matter of elimination of traffic hazards, yet a great step forward has been taken for the benefit of the travelling public at these busy intersections.

Another item that has been carefully watched is construction through "built-up" areas, towns and villages, where assumption and connecting link agreements are in force. An effort was made at all times to replace the old surface with a new one at exactly the same grade so that no complaints will be received from the surrounding property owners due to surface water run-off.

A considerable amount of the paving program has been of the three-lane variety and the chief difficulty in this respect has been to obtain satisfactory construction joints between the lanes.

Maintenance

During the year just past, certain improvements have been made manifest.

Installation of a two-way radio telephone service for winter maintenance equipment has resulted in greater co-ordination. It has also speeded up snow-plow and winter sanding services.

The past winter was very mild and a minimum of snowfall, but salting and sanding operations were increased over that of the previous year. Of great assistance in this work were the new sanders put into general use. These are of the type which permits of absolute control of the quantities used and are also capable of spreading any percentage of salt-sand mixture. It is anticipated that when these machines are available in the numbers required that a great saving in chemicals may be obtained as a result of their use.

A good start has been made on this Division by the completion of a garage, heated storage and cold storage buildings in the central set-up of Lambeth. In addition a new heated patrol storage building was erected at Paris to take care of the equipment in the eastern end of the division. An old set-up at Strathburn has been replaced with a new building which will be completed ready for next winter's operations. Certain other buildings are required at various strategic points to take care of future requirements.

In order to have a full supply of chemicals for winter sanding, arrangements were made last year for the renting of certain storage facilities so that the shortages which occurred in the previous season could be avoided. This arrangement worked out with excellent advantage.

The extensive use of the teletype circuit in connection with road reports enabled co-ordination of services to better advantage with the surrounding divisions.

Zone striping was carried out in much the same manner as the previous year where the requirements of this division and division No. 1 were taken care of as expeditiously as possible. Due to paving operations being carried on quite late in the Fall certain zone striping of new sections was done in November, and this operation was not entirely successful. It is evident that zone painting should be done in warm dry weather.

A new operation as far as the division is concerned has been added to the work. This is that of the management of the Forestry operations which can be divided into two parts (a) Nursery Farm Operation and (b) Road-side Planting. The Tree Nursery Farm operation calls for long distance planning and the need consequently arises for advanced information from the surrounding divisions as to their plans for tree planting in future years since seedlings placed on the farm must have a minimum of three or four years' growth before being set out on the road-side.

The relocation of high tension electric power lines which, at many points, on the division, run very close to the edge of existing pavements, has been carried out.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|----------------|
| Grading and Culverts | | | | | |
| 2—Woodstock to Ingersoll..... | 1950 | 1952 | 1.0 | 1.0 | Completed |
| 2—Crumlin Channelization..... | 1952 | 1952 | .3 | .3 | " |
| 2—Melbourne to Kent County Line..... | 1950 | 1952 | 2.5 | 2.5 | " |
| 3—Simcoe to 5 miles westerly..... | 1951 | 1952 | 1.8 | 1.8 | " |
| 3—Shedden to Iona..... | 1950 | 1950 | 3.4 | 3.4 | " |
| 3—Wallacetown to Eagle..... | 1952 | 1952 | 5.26 | 5.26 | " |
| 4—St. Thomas to Port Stanley..... | 1950 | 1950 | 7.0 | 7.0 | " |
| 4—Union Diversion..... | 1952 | .... | 1.3 | 1.3 | Incomplete |
| 53—D'Aubigny Creek Diversion..... | 1952 | 1952 | .15 | .15 | Complete |
| | | | 22.71 | 22.71 | |
| Granular Base (New Grading) | | | | | |
| 2—Crumlin Channelization..... | 1952 | 1952 | 0.3 | 0.3 | 11,809.8 tons |
| 2—Melbourne—Kent County Line..... | 1950 | 1952 | 2.5 | 2.5 | 39,850.0 " |
| 3—Simcoe—5 miles westerly..... | 1951 | 1952 | 1.8 | 1.8 | 20,101.8 " |
| 3—Shedden—Iona..... | 1952 | 1952 | 4.1 | 4.1 | 77,250.0 " |
| 3—Wallacetown—Eagle..... | 1952 | 1952 | 6.76 | 6.76 | 130,519.0 " |
| 4—St. Thomas—Port Stanley..... | 1952 | 1952 | 7.0 | 7.0 | 18,750.0 " |
| 4—Union Diversion..... | 1952 | 1952 | 1.3 | 1.3 | 39,023.5 " |
| 22—Hickory Corners to Highway No. 7... | 1952 | 1952 | 14.16 | 14.16 | 118,900.0 " |
| 53—D'Aubigny Creek Diversion..... | 1952 | 1952 | .15 | .15 | 786.6 " |
| | | | 38.07 | 38.07 | 456,990.7 tons |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|-------------|
| Gravelling Contracts Not Including Granular Base | | | | | |
| 81—Strathroy to Parkhill..... | 1952 | 1952 | 17.0 | 17.0 | 15,000 tons |
| 80—Glencoe to Alvinston..... | 1952 | 1952 | 10.0 | 10.0 | 10,000 " |
| 73—Hamilton Rd. to Lyons Corner..... | 1952 | 1952 | 8.72 | 8.72 | 17,600 " |
| 74—New Sarum to Belmont..... | 1952 | 1952 | 8.15 | 8.15 | 14,400 " |
| | | | 43.87 | 43.87 | 57,000 tons |
| Bituminous Hot Mix Pavements | | | | | |
| 2—Crumlin Channelization..... | 1952 | 1952 | 0.3 | 0.3 | 220.15 |
| 3—Simcoe westerly..... | 1951 | 1952 | 4.3 | 4.3 | 15,741.70 |
| 3—Shedden to Iona..... | 1952 | 1952 | 4.6 | 4.6 | 14,560.0 |
| 3—Wallacetown to Eagle..... | 1952 | 1952 | 6.76 | 6.76 | 18,800.0 |
| 4—St. Thomas to Port Stanley..... | 1952 | 1952 | 7.6 | 7.6 | 35,131.0 |
| 22—Hickory Corners to Highway No. 7... | 1952 | 1952 | 14.16 | 14.16 | 44,575.00 |
| 53—D'Aubigny Diversion..... | 1952 | 1952 | .15 | .15 | 258.55 |
| | | | 37.87 | 37.87 | 129,286.40 |
| Bituminous Road Mix Mulch Surface | | | | | |
| 73—Hamilton Rd. to Harrietteville..... | 1952 | 1952 | 5.8 | 5.8 | 8,700 tons |
| 74—Belmont to New Sarum..... | 1952 | 1952 | 7.0 | 7.0 | 10,500 " |
| | | | 12.8 | 12.8 | 19,200 " |
| Bituminous Resurfacing of Old Pavements | | | | | |
| 2—Melbourne to Kent County Line..... | 1951 | 1952 | 3.4 | 3.4 | 7,490 tons |



Highway No. 4 south of St. Thomas

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|-------------------------------------|----------------|----------------|-------------------------------|----------------|---------|
| Bituminous Surface Treatment | | | | | |
| 19—Ingersoll to Salford..... | 1952 | 1952 | 3.8 | 3.8 | |
| 19—Ostrander to Tillsonburg..... | 1952 | 1952 | 4.2 | 4.2 | |
| 24—Waterford to Simcoe..... | 1952 | 1952 | 6.0 | 6.0 | |
| 75—Wallaceburg to Dutton..... | 1952 | 1952 | 2.5 | 2.5 | |
| 76—Eagle to West Lorne..... | 1952 | 1952 | 3.5 | 3.5 | |
| 77—New Glasgow to Rodney..... | 1952 | 1952 | 4.0 | 4.0 | |
| 24—Brantford to Mt. Pleasant..... | 1952 | 1952 | 5.0 | 5.0 | |
| 19—Tillsonburg to Port Burwell..... | 1952 | 1952 | 17.0 | 17.0 | |
| | | | 46.0 | 46.0 | |

| | | | | | |
|--|------|------|------|------|--|
| Bituminous Prime on Gravel Surfaces | | | | | |
| 22—Hickory Corners to Highway No. 7... | 1952 | 1952 | 14.0 | 14.0 | |
| 73—Lyons to Hamilton Rd..... | 1952 | 1952 | 9.2 | 9.2 | |
| 74—New Sarum to Belmont..... | 1952 | 1952 | 7.0 | 7.0 | |
| 80—Glencoe to Alvinston..... | 1952 | 1952 | 10.7 | 10.7 | |
| 81—Strathroy..... | 1952 | 1952 | 17.9 | 17.9 | |
| | | | 58.8 | 58.8 | |

| | | | | | |
|---|------|------|----|----|----------|
| Calcium Dust Layer | | | | | |
| 80—Glencoe to Alvinston..... | 1952 | 1952 | 10 | 10 | 30 tons |
| 81—Strathroy to Parkhill..... | 1952 | 1952 | 17 | 17 | 50 " |
| 74—Belmont to New Sarum..... | 1952 | 1952 | 7 | 7 | 5 " |
| 73—Hamilton Rd. to Harrietsville..... | 1952 | 1952 | 6 | 6 | 5 " |
| 2—London Vicinity (Dust Control on Shoulders) | | | | | 5 " |
| 3—London Vicinity (Dust Control on Shoulders) | | | | | 5 " |
| | | | 40 | 40 | 100 tons |

Crushed Gravel and Stone on Roads

| | |
|---|-------------|
| 80—Highway No. 80, Glencoe-Alvinston—10,000 tons; Highway No 81, Strathroy to Parkhill—10,000 tons..... | 20,000 tons |
|---|-------------|

Table Showing Totals Covering Work Done on Division No. 2, 1952-53

CLASS OF WORK

| | |
|--|------------------------|
| Salt used for de-icing roads on all highways in Division..... | 9,000 tons |
| Right-of-way fences erected..... | 32.4 miles |
| Snow fences, erected, dismantled and stored..... | 42 miles |
| Sand for winter maintenance..... | 16,000 tons |
| Roads snow-plowed and kept open..... | 479 miles |
| Equipment storage houses erected..... | 3 |
| Number added 1952..... | 2 |
| Shrubs received from D.H.O. Nursery at Midhurst—number..... | 18,000 |
| Shrubs received from other nurseries—number..... | 117,500 |
| Maintenance of roadside picnic places—total number..... | 100 |
| Maintenance of tables and benches in roadside places—total number..... | 140 |
| Maintenance of tables and benches in off-road parks—total number..... | 4 |
| Maintenance of off-road areas..... | 2.0 acres |
| Maintenance of snow hedges planned to date..... | 8.0 " |
| Routine maintenance on King's Highways..... | 479 miles |
| Automatic protection at level railway crossings on Highway No. 22..... | 1 flasher installation |

DIVISION NO 3 — STRATFORD

Construction

During the fiscal year ending March 31, 1953, work was completed on five contracts which were carry-overs from 1950; on three of these major grading was carried out.

Highway No. 85 from Waterloo to Elmira was greatly improved throughout

in both alignment and grade, a one mile diversion having been constructed at St. Jacobs and 9.8 miles paved.

Grading was carried out on four 1951 contracts, two of which were completed, one being paved with hot mix and one mulched. Heavy grading was carried out on two re-surfacing contracts, one from Harriston to Mildmay on Highway No. 9, and one from New Hamburg to Shakespeare on No. 7, the latter being paved with its first base course.

Two rigid frame concrete bridges, one at Mitchell and one at Wroxeter were built to completion except for posts, handrails and on one bridge, the curbs, temporary railings were erected and both bridges were open to traffic by January 15. The Wroxeter Bridge, which is a two span bridge of rigid frame construction, was built on a 1,600 foot diversion eliminating a number of curves, a narrow steel truss and 3,600 ft. of the old highway, resulting in a substantial improvement to Highway No. 87.

No unusual difficulties were encountered during construction, the dryness of the season made a considerably longer working season, and contributed much towards the general movement of traffic over sections being rebuilt.

Special mention is made of the close co-operation of the following Head Office Branches: Soils, Asphalt and Surveys, who contributed much to the general improvement of highways.

Maintenance

General maintenance was carried out on the whole division, comprising 574 miles.

Weed spraying was carried out where necessary, during May and June. As this was the fourth consecutive year that systematic spraying was done, we found that the amount of spraying required has diminished each year.

Zone painting was done for the first time by a Stratford Division crew. We feel that it is a decided advantage to have a Zone Paint Truck on the division, as painting can be done as soon as weather conditions permit, with the result that painting is completed earlier than would otherwise be possible.

Division heated and cold storage buildings were built at Stratford, by day labour under Division supervision.

Grass seeding was carried out by Division forces on all grading and paving contracts as the work progressed. Erosion was cut to a minimum, as cut slopes were seeded as soon as trimming was completed.

Some of the plank flooring of two bridges in the Wingham area (Zetland Bridge and the Power House Bridge at Wingham) was replaced by laminated flooring (two Bays in the former, three in the latter).

Five hydraulic sanding units were placed on the division. This equipment speeded up, and gave more positive control of sanding and salting operations on the sections of road where they were used. However, we found that smaller local equipment is still required in order to sand or salt hills, and curves with the least possible delay.

Mobile telephones were installed in patrol trucks, and snow-plowing equipment in the fall of 1952. These telephones were very effective in contacting and despatching equipment to a trouble area. The patrolmen are very enthusiastic about this added service because it enables them to contact, and issue instructions to the plow operators with a minimum loss of time. It was found also, that the patrol staff could be reduced as it was no longer necessary to keep men on duty at the patrol buildings to receive and issue instructions.



Zonepainting on Highway No. 85 south of Elmira



Re-location of Highway No. 85 at St. Jacobs

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|---------------------------|
| Grading and Culverts | | | | | |
| 86—Listowel to 6 mi. west of Molesworth . | 1950 | 1952 | 6.0 | 6.0 | 40% grad. comp. 1952 |
| 97—5 mi. east of Hickson to 10.2 miles east of Hickson | 1951 | 1952 | 5.2 | 5.2 | Culv. 1951; Grad. 1952 |
| 85—Waterloo to Elmira | 1951 | 1952 | 9.8 | 9.8 | Incl. paving |
| 85—St. Jacob's Diversion | 1951 | 1952 | 1.06 | 1.06 | " " |
| 21—3 miles north of Grand Bend | 1951 | 1951 | 0.15 | 0.15 | Culv. 1951; Grad. 1952 |
| 4—South of Wingham | 1952 | 1952 | 0.75 | 0.75 | |
| 4—Kippen to Clinton | 1952 | 1952 | 9.5 | 9.5 | |
| 9—Harriston to Mildmay | 1951 | 1952 | 17.0 | 17.0 | To be comp. 1953 |
| 7-8—Baden to Shakespeare | 1952 | 1952 | 4.4 | 4.4 | To be comp. 1953 |
| 87—Wroxeter Bridge | 1952 | 1952 | 0.32 | 0.32 | Approaches completed |
| 19—Tralee south 3.26 miles | 1952 | 1952 | 3.26 | 3.26 | |
| 84—Village of Zurich 0.3 miles | 1950 | 1952 | 0.3 | 0.3 | Culv. 1951; Grad. 1952 |
| TOTAL | | | 57.74 | 57.74 | |

Granular Base New Grading

| | | | | | |
|---|------|------|-------|-------|--------------|
| 85—Waterloo to Elmira (Paved 1952) | 1951 | 1952 | 9.80 | 9.80 | 19,097 tons |
| 85—St. Jacob's Diversion | 1952 | 1952 | 1.06 | 1.06 | 10,429 " |
| 21—3 miles north of Grand Bend | 1952 | 1952 | 0.15 | 0.15 | 2,991 " |
| 4—South of Wingham | 1952 | 1952 | 0.75 | 0.75 | 4,902 " |
| 4—Kippen to Clinton | 1952 | 1952 | 9.50 | 9.50 | 19,259 " |
| 9—Harriston to Mildmay | 1951 | 1952 | 17.00 | 17.00 | 126,000 " |
| 7-8—Baden to Shakespeare | 1952 | 1952 | 4.40 | 4.40 | 106,500 " |
| 87—Wroxeter Bridge | 1952 | 1952 | 0.32 | 0.32 | 3,970 " |
| 19—Tralee south 3.26 miles | 1952 | 1952 | 3.26 | 3.26 | 61,267 " |
| 86—Listowel to 6 mi. west of Molesworth . | 1951 | 1952 | 6.0 | 6.0 | 26,012 " |
| 97—5 miles east of Hickson to 10.2 mi. east of Hickson | 1951 | 1952 | 5.2 | 5.2 | 56,500 " |
| TOTAL | | | 57.44 | 57.44 | 436,927 tons |

Gravelling Contracts (Not Including Granular Base)

| | | | | | |
|---|------|------|----|----|-------------|
| 86—Highway No. 7 to Dorking | 1952 | 1952 | 28 | 28 | 15,000 tons |
| 86—Bluevale east 4 miles to Lucknow | 1952 | 1952 | 16 | 16 | 10,000 " |
| 100—Thamesford to Highway No. 7 | 1952 | 1952 | 15 | 15 | 10,000 " |
| TOTAL | | | 59 | 59 | 35,000 tons |

Crushed Gravel and Stone on Roads

| | | | | | |
|--|--|--|--|--|------------|
| 86—Highway No. 86, Wingham to Whitechurch—600 tons; Highway No. 97, Hickson east—600 tons | | | | | 1,200 tons |
|--|--|--|--|--|------------|

Bituminous Pavement

| | | | | | |
|------------------------------------|------|------|-------|-------|-------------------------|
| 85—Waterloo to Elmira | 1952 | 1952 | 9.8 | 9.8 | 26,222 tons |
| 85—St. Jacob's Diversion | 1952 | 1952 | 1.06 | 1.06 | 2,835 " |
| 4—Kippen to Clinton | 1952 | 1952 | 9.5 | 9.5 | 31,806 " |
| 7-8—Baden to Shakespeare | 1952 | | 4.4 | 4.4 | 6,700 " |
| 21—Goderich to Bayfield | 1951 | 1952 | 8.0 | 8.0 | 8,027 " |
| | | | | | (1st. base course only) |
| | | | | | (Top only) |
| TOTAL | | | 32.76 | 32.76 | 75,590 tons |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|--------------|
| Bituminous Road Mix Mulch Surface | | | | | |
| 4—Wingham southerly..... | 1952 | 1952 | 1.0 | 1.0 | |
| 21—Grand Bend northerly..... | 1952 | 1952 | 0.2 | 0.2 | |
| 84—Zurich easterly..... | 1952 | 1952 | 0.5 | 0.5 | |
| 86—Listowel to Molesworth..... | 1952 | 1952 | 6.1 | 6.1 | |
| 86—Tralee westerly..... | 1952 | 1952 | 1.5 | 1.5 | |
| TOTAL..... | | | 9.3 | 9.3 | |
| Bituminous Resurfacing of Old Pavements (Hot Mix Patching—Various Sections) | | | | | |
| 8—Clinton to Seaforth..... | 1952 | 1952 | 0.75 | 0.75 | 618 tons |
| 19—Hickson to Woodstock..... | 1952 | 1952 | 1.50 | 1.50 | 1,210 " |
| 21—Bayfield to Grand Bend..... | 1952 | 1952 | 0.50 | 0.50 | 452 " |
| TOTAL..... | | | 2.75 | 2.75 | 2,280 tons |
| Bituminous Surface Treatment | | | | | |
| 4—Clinton to 6.30 miles north..... | 1952 | 1952 | 6.30 | 6.30 | 1,109 tons |
| 8—Centreville to .55 miles west..... | 1952 | 1952 | .55 | .55 | 78 " |
| 19—Stratford north to Milverton..... | 1952 | 1952 | 15.85 | 15.85 | 2,305 " |
| 21—Goderich—5 miles north..... | 1952 | 1952 | 5. | 5. | 863 " |
| 87—Wroxeter—4.10 miles west..... | 1952 | 1952 | 4.10 | 4.10 | 757 " |
| TOTAL..... | | | 31.80 | 31.80 | 5,112 tons |
| Bituminous Prime on Gravel Surfaces | | | | | |
| 4—Wingham Bridge..... | 1952 | 1952 | .08 | 0.8 | |
| 8—Kitchener to Centreville..... | 1952 | 1952 | 1.5 | 1.5 | |
| 19—Milverton to 6.0 miles north..... | 1952 | 1952 | 6.0 | 6.0 | |
| 23—Russeldale to Elginfield..... | 1952 | 1952 | 17.0 | 17.0 | |
| 83—Russeldale to 1 mile west of Bashwood | 1952 | 1952 | 19.9 | 19.9 | |
| 84—Hensall to St. Joseph..... | 1952 | 1952 | 9.5 | 9.5 | |
| 85—Waterloo to Elmira (various sections). | 1952 | 1952 | 4.0 | 4.0 | |
| 86—Lucknow to Highway No. 7..... | 1952 | 1952 | 50.8 | 50.8 | |
| 87—Harriston to Wroxeter..... | 1952 | 1952 | 15.7 | 15.7 | |
| 97—Hickson to Black Horse Corners..... | 1952 | 1952 | 18.6 | 18.6 | |
| 100—Highway No. 7 to Thamesford..... | 1952 | 1952 | 14.5 | 14.5 | |
| TOTAL..... | | | 158.3 | 158.3 | |
| Table Showing Totals Covering Other Work Done on Division No. 3 | | | | | |
| Calcium dust layer on gravel surfaces..... | | | | | 440 tons |
| Salt used for de-icing roads..... | | | | | 7,047.5 tons |
| Right-of-way fences erected..... | | | | | 103.57 miles |
| Snow fences erected, dismantled and stored..... | | | | | 225 miles |
| Sand for winter maintenance..... | | | | | 24,000 tons |
| Roads snow plowed and kept open..... | | | | | 574 miles |
| Equipment storage houses erected..... | | | | | 18 |
| Total Number..... | | | | | 2 |
| Number added 1952..... | | | | | 850 |
| Shrubs received from other nurseries..... | | | | | 162 |
| Maintenance of roadside picnic places..... | | | | | 4 |
| Maintenance of roadside picnic places..... added 1952..... | | | | | 220 |
| Maintenance of tables and benches in roadside places..... | | | | | 9.92 miles |
| Maintenance of snow hedges planted to date..... | | | | | 1.70 " |
| Snow hedges added 1952..... | | | | | 574 " |
| Routine maintenance on King's Highways..... | | | | | |

DIVISION NO. 4 — HAMILTON

Construction

A heavy construction program was carried out with no exceptional difficulties encountered.

All carry-overs from the previous fiscal year were completed together with all 1952 contracts excepting two (2).

Work brought to a completion consisted of 17.0 miles of Class "A" grading, gravelling and culverts, 19.1 miles of granular base; 4.2 miles of new hot mix pavement on existing pavement 20' width and the construction of 2 rigid frame concrete bridges.

Maintenance

Routine maintenance was done on all the 601 miles of highway throughout the division with additional attention given to shoulders, pavement edges and patching.

Winter maintenance was improved and speeded up by increasing the sanding contracts to 8. The latter maintained about 92% of our total mileage, with the use of 33 new type Brantford-Anthony sanders. These sanders not only applied the salt and sand much faster than was formerly possible with the old types, but also gave much better control to the quantities used. Each contract was supervised by Inspectors 24 hours per day using a department pick-up truck equipped with a mobile telephone. The Inspectors were responsible for the prompt salting and sanding and plowing of the various highways and also had to keep the Dispatcher at Division office advised as to road and weather conditions. This enabled us to give the motoring public more accurate information as to road conditions. Mobile telephones were installed in all patrolmen's trucks and also in a few of our larger snow plows.

Surface treatment was applied to 29.6 miles of old pavement and 45.8 miles of gravel roads were primed with asphalt and 2.0 miles were treated with calcium chloride.

High shoulders were cut down on 35 miles of the Queen Elizabeth Way together with 20 miles on other highways; excess material was disposed of and crushed stone was applied by day labour forces.

A new truck, equipped with an Eductor, was used for the first time to clean all the catch basins in the division. It did the work much faster and better than was formerly possible.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|-------------------------|
| Grading and Culverts | | | | | |
| 2—Brant County Line to Duff's Corners | 1951 | 1952 | 2.2 | 4.2 | W'worth-H'ton |
| 2—Oakville to Campbell's Corners | 1952 | .... | 1.8 | 1.8 | W'worth-70% |
| 3—Jarvis to Simcoe | 1951 | 1952 | 5.0 | 11.0 | Norfolk |
| 5—Highway No. 24 easterly 10 miles | 1951 | 1952 | 5.0 | 10.0 | Brant-W'worth |
| 6—Ryckman's Corners Channelization | 1951 | 1952 | 1.0 | 1.0 | Wentworth |
| 56—Blackheath to Highway No. 3 | 1951 | 1952 | 2.0 | 9.0 | Haldimand- Wentworth |
| TOTAL | | | 17.0 | 37.0 | |
| Granular Base New Grading | | | | | |
| 2—Brant County Line to Duff's Crs. | 1951 | 1952 | 2.2 | 4.2 | W'worth com. |
| 2—18"-24" Oakville to Campbell's Crs. | 1952 | .... | 1.7 | 1.7 | W'worth 65% com. |
| 3—24" Jarvis to Simcoe | 1951 | 1952 | 5.0 | 11.0 | N'folk comp. |
| 5—24" Highway No. 24 easterly | 1951 | 1952 | 5.0 | 10.0 | Brant-W'th |
| 6—24" Ryckman's Crs. Channelization | 1952 | 1952 | 1.0 | 1.0 | W'worth com. |
| 56—18" Blackheath to Highway No. 3 | 1951 | 1952 | 2.0 | 2.0 | H'mand-W'th |
| TOTAL | | | 16.9 | 36.9 | 598,665 tons |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|--------------------------------------|
| Granular Base Laid Where No Grading Done | | | | | |
| 2—Oakville to Campbell's Corners..... | 1952 | 1952 | 0.20 | 0.20 | Halton Co. |
| 57—Bismark to Highway No 3A..... | 1951 | 1952 | 2.0 | 2.0 | Lincoln Co. scattered secs. |
| TOTAL..... | | | 2.2 | 2.2 | 1,935 tons |
| Gravelling Contracts Not Including Granular Base | | | | | |
| 52—Peter's Corners to Highway No. 2.... | 1952 | 1952 | 6.42 | 6.42 | W'worth 100% |
| 54—Caledonia to Onondaga..... | 1952 | 1952 | 9.49 | 9.49 | Halidmand- Brant 100% |
| 52—Valens to Waterloo County Line.... | 1952 | 1952 | 1.93 | 1.93 | W'worth 100% |
| TOTAL..... | | | 17.84 | 17.84 | |
| Bituminous Pavement Built | | | | | |
| 2—Brant Co. Line to Duff's Corners..... | 1952 | .... | 4.2 | 4.2 | W'worth Base Cr. only |
| 2—Oakville to Campbell's Corners..... | 1952 | .... | 0.8 | 0.8 | H'ton-W'w'th Base Cr. 25% |
| 3—Jarvis to Simcoe..... | 1951 | 1952 | 5.0 | 11.0 | N'folk 100% comp. |
| 5—Clappison's Corners to Waterdown... | 1951 | 1952 | 2.0 | 2.0 | W'w'th 100% comp. |
| 5—Highway No. 24 easterly..... | 1951 | 1952 | 6.5 | 10.0 | Brant- W'w'th 100% W'w'th 100% |
| 6—Ryckman's Crs. Channelization..... | 1952 | 1952 | 1.0 | 1.0 | W'w'th 100% |
| 56—Blackheath to Highway No. 3..... | 1952 | 1952 | 9.0 | 9.0 | H'mand-W'th 100% com. |
| 57—Bismark to Highway No. 3A..... | 1951 | 1952 | 2.5 | 2.5 | L'coln 100% com. Top cr. only |
| TOTAL..... | | | 31.0 | 40.5 | |
| Bituminous Cold Mix | | | | | |
| Day labour patching over entire Division excluding sections under contract..... | | | 16.05 miles | | 16,051.50 tons |
| Bituminous Resurfacing of Old Pavements | | | | | |
| Contract Hot Mix | | | | | |
| 2—Oakville.... Campbell's Corners..... | 1952 | .... | 6.2 | 6.2 | H'ton-W'w'th Base Cr. 90% |
| 20—Burlington... Windermere..... | 1952 | 1952 | 3.7 | 3.7 | H'ton-W'w'th 100% |
| 3—Vicinity of Wainfleet & Dunnville.... | 1952 | 1952 | 0.5 | 0.5 | |
| 3A—Beckett's Bridge—Welland..... | 1952 | 1952 | 0.3 | 0.3 | |
| 7—Rockwood... Acton..... | 1952 | 1952 | 1.0 | 1.0 | |
| 20—Allenburg... Int. Highway No. 53.... | 1952 | 1952 | 3.0 | 3.0 | |
| 25—Palermo... Milton..... | 1952 | 1952 | 2.0 | 2.0 | |
| 57—Bismark... Beckett's Bridge..... | 1952 | 1952 | 1.0 | 1.0 | |
| TOTAL..... | | | 17.7 | 17.7 | 40,364.50 tons |
| Bituminous Surface Treatment | | | | | |
| 8—Grimsby to Niagara Falls..... | 1952 | 1952 | 22.15 | 22.15 | Lincoln |
| 56—Elfrida to Blackheath..... | 1952 | 1952 | 7.20 | 7.20 | Wentworth |
| TOTAL..... | | | 29.6 | 29.6 | 4,453.5 tons |
| Bituminous Prime on Gravel Surfaces | | | | | |
| 52—Highway No. 2 to Highway No. 97.... | 1952 | 1952 | 12.0 | 12.0 | Wentworth |
| 54—Caledonia to Onondaga..... | 1952 | 1952 | 6.8 | 6.8 | Brant |
| | | | 3.2 | 3.2 | (Haldimand) |
| 97—Freelton to Waterloo Line..... | 1952 | 1952 | 12.0 | 12.0 | Wentworth |
| 99—Copetown to Highway No. 24..... | 1952 | 1952 | 7.8 | 7.8 | Wentworth |
| | | | 4.0 | 4.0 | Brant |
| TOTAL..... | | | 45.8 | 45.8 | 3,391 tons |

Crushed Gravel and Stone on Roads by Department Forces

| | | |
|---|---------------------|-----------------------|
| QEW—Freeman Cloverleaf to Niagara Falls (shoulders and boulevard edges) . . | 28,019.14 | tons |
| 2—Hamilton to Oakville (shoulders) | 212.00 | " |
| 3—Jarvis to Fort Erie " | 1,141.95 | " |
| 3A—Beckett's Bridge to Turners Cors. (shoulders) | 1,052.65 | " |
| 3C—Ridgeway to Fort Erie " | 99.35 | " |
| 5—Trafalgar to Clappison's Cors. " | 126.20 | " |
| 6—Hamilton—Aberfoyle " | 400.70 | " |
| 7—Guelph—Int. Highway No. 10 " | 41.41 | " |
| 8—Hamilton—Niagara Falls " | 432.55 | " |
| 20—QEW—Niagara Falls " | 2,903.10 | " |
| 24—Simcoe to Port Dover " | 58.70 | " |
| 25—Int. Hwy. No. 5 to Int. Hwy. No. 7 " | 393.55 | " |
| 52—Int. Hwy. No. 2 to Int. Hwy. No. 97 " | 262.30 | " |
| 53—Int. Hwy. No. 20 to Int. Hwy. No. 2 " | 62.75 | " |
| 54—Cainsville to Cayuga " | 277.23 | " |
| 55—Hamilton—Int. Hwy. No. 53 " | 4.50 | " |
| 58—Int. Hwy. No. 20—Int. Hwy. No. 8 " | 57.35 | " |
| 97—Fenton to Galt " | 21.00 | " |
| 99—Dundas to Int. Hwy. No. 24 " | 9.80 | " |
| 57—Bismark—Beckett's Bridge " | 176.95 | " |
| TOTAL | 529.23 miles | 35,753.18 tons |

Table Showing Totals Covering Work Done on Division No. 4

| | | |
|---|-------------------|------------|
| Number of bridges built | 2 | |
| Calcium dust layer on gravel surfaces | 980 | tons |
| Salt used for de-icing roads (601.12 miles) | 5,807 | tons |
| Right of way fences erected (By contract) | 20.92 | miles |
| | (By day labour) | 2.00 miles |
| Snow fences erected, dismantled and stored | 75.60 | miles |
| Sand for winter maintenance (601.12 miles) | 71,420 | tons |
| Roads snow plowed and kept open | 601.12 | miles |
| Equipment storage houses erected | 51 | |
| Maintenance of roadside picnic places (Total) | 18 | |
| | Number added 1952 | 3 |
| Maintenance of tables and benches in roadside places | 28 | |
| | No. added in 1952 | 3 |
| Maintenance of tables and benches in off-road parks (Total) | 22 | |
| Maintenance of off-road areas (one) | 2 | acres |
| Maintenance of snow hedges planted to date | 2 | miles |
| Routine maintenance on King's Highways | 601.12 | miles |
| Maintenance of scale houses | 5 | |

DIVISION NO. 5 — OWEN SOUND**Construction**

Channelizations were constructed at the intersection of Highways 6 and 10 in the village of Chatsworth and at the intersection of Highways 4 and 9, both of which have resulted in a noticeable improvement in intersectional operation.

Shoulders and slopes on all completed grading contracts were stabilized by grass seed or bituminous mulch operations carried out by division forces. Bituminous mulch applied on new grading in previous years appears to have greatly reduced slope erosion.

Where required to protect roadside trees, stone wells were constructed by division forces.

Maintenance

Freshly graded shoulders on Highway No. 6 from Arthur to Kenilworth were primed and double rolled with a 5-8 tone tandem roller. These shoulders have stood up very well and will require only minor spray patching in 1953.

Two flashing lights were installed at Holland Centre railway crossing.

A Bailey bridge was again used to advantage in providing a temporary bridge during replacement of culvert on Highway No. 4.

Division forces completed 1.5 miles of grading and granular base on Highway No. 104 from Highway No. 9 to Grand Valley.

The construction of the unheated storage building commenced last year has been finished. This completes the new garage and equipment storage layout.

Division forces constructed a 12' x 6' concrete box culvert at Swan Lake on Highway No. 6 north of Ferndale.



Section of stockroom in the Division Garage at Owen Sound

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|-----------------|
| Grading and Culverts | | | | | |
| 24—5 mi. E. of Guelph easterly 6.7 mi.. | 1950 | 1952 | 2.2 | 6.7 | Completed |
| 6—Hwy. No. 21 to Hepworth 6.0 mi.. | 1950 | 1952 | 2.0 | 6.0 | " |
| 24—11.7 mi. E. of Guelph—easterly 5.0 mi..... | 1950 | 1952 | 4.5 | 5.0 | " |
| 9—Jct. Hwy. No. 4 & Hwy. No. 9 to 1 mi. W. of Bervie 12.0 mi.... | 1950 | 1952 | 1.0 | 12.0 | " |
| 6 & 10—Chatsworth to Owen Sound 7.2 mi. | 1951 | 1952 | 0.7 | 7.2 | " |
| 21—Kincardine to Underwood 13.4 mi.. | 1952 | .... | 10.3 | 13.4 | " |
| 6—8 mi. S. of Tobermory to south 6.0 mi..... | 1952 | .... | 2.5 | 6.0 | |
| 26—Meaford to Thornbury 9.4 mi..... | 1952 | .... | 0.4 | 9.4 | |
| 104—Hwy. No. 9 to Grand Valley..... | 1952 | 1952 | 1.5 | 1.5 | Day Labour |
| TOTAL..... | | | 25.1 | 67.2 | |
| Granular Base New Grading | | | | | |
| 24—5 mi. E. of Guelph—easterly 6.7 mi. | 1950 | 1952 | 2.2 | 2.2 | 36,953 tons |
| 24—11.7 mi. E. of Guelph—easterly 5 mi. | 1950 | 1952 | 4.5 | 4.5 | 147,640 " |
| 9—Jct. Hwy. No. 4 & Hwy. No. 9 to 1 mile W. of Bervie 12 mi.... | 1950 | 1952 | 1.0 | 1.0 | 30,559 " |
| 6 & 10—Chatsworth to Owen Sound 7.2 mi. | 1951 | 1952 | 0.7 | 0.7 | 21,965 " |
| 21—Kincardine to Underwood 13.4 mi. | 1952 | .... | 10.3 | 10.3 | 208,000 " |
| 6—8 mi. S. of Tobermory—south 6 mi. | 1952 | .... | 2.5 | 2.5 | 16,000 " |
| 26—Meaford to Thornbury 9.4 mi..... | 1952 | .... | 0.4 | 0.4 | 12,400 " |
| 104—Hwy. No. 9 to Grand Valley 1.5 mi. (Division forces) | 1952 | 1952 | 1.5 | 1.5 | 49,500 " |
| TOTAL..... | | | 23.1 | 23.1 | 523,017 tons |
| Granular Base Laid Where No Grading Done | | | | | |
| 24—Duntroon to south 15 miles..... | 1952 | 1952 | 3.0 | 3.0 | 20,260 tons |
| Gravelling Contracts Not Including Granular Base | | | | | |
| $\frac{5}{8}$" CRUSHED GRAVEL, GRADING & PAVING | | | | | |
| 24—5 mi. E. of Guelph—easterly..... | 1952 | 1952 | 6.7 | 6.7 | 14,923 tons |
| 24—11.7 mi. E. of Guelph—easterly.... | 1952 | 1952 | 5.0 | 5.0 | 9,120 " |
| 9—Jct. Hwy. No. 4 & Hwy. No. 9 to 1 mi. W. of Bervie..... | 1952 | 1952 | 12.0 | 12.0 | 33,997 " |
| 6 & 10—Chatsworth to Owen Sound..... | 1951 | 1952 | 3.2 | 3.2 | 9,643 " |
| 24—Duntroon South 15 miles..... | 1952 | 1952 | 15.0 | 15.0 | 33,090 " |
| $\frac{5}{8}$" CRUSHED GRAVEL MAINTENANCE | | | | | |
| 9—Orangeville to Hwy. No. 50..... | 1952 | 1952 | 11.70 | 11.70 | 9,985.6 " |
| 6—Wiaraton to north..... | 1952 | 1952 | 40.36 | 40.36 | 35,019.7 " |
| 104—Hwy. No. 9 to Grand Valley..... | 1952 | 1952 | 1.5 | 1.5 | 7,000.00 " |
| 24—Erin to Orangeville..... | 1952 | 1952 | 14.1 | 14.1 | 19,996.65 " |
| TOTAL..... | | | 109.56 | 109.56 | 172,774.95 tons |
| Bituminous Pavement Built | | | | | |
| 6 & 10—Chatsworth to Owen Sound..... | 1951 | 1952 | 7.0 | 7.0 | 23,200 tons |
| 9—Jct. Hwy. No. 4 & Hwy. No. 9 to 1 mi. W. of Bervie..... | 1952 | 1952 | 12.0 | 12.0 | 33,047 " |
| 24—Duntroon southerly 15 miles..... | 1952 | 1952 | 15.0 | 15.0 | 38,099 " |
| TOTAL..... | | | 34.0 | 34.0 | 94,346 tons |
| Bituminous Cold Mix Surface | | | | | |
| Tobermory south..... | 1952 | 1952 | 3.0 | 3.0 | |
| Bituminous Surface Treatment | | | | | |
| Tobermory south..... | | | 5.0 | 5.0 | |



Highway No. 6 north of Arthur



Seeding side slopes, using straw mulch as a protective covering—Highway No. 9

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|---------|
| Bituminous Prime on Gravel Surfaces | | | | | |
| 4—Durham to Flesherton..... | 1952 | 1952 | 16.0 | 16.0 | |
| 6—Jct. Hwy. No. 6 and Hwy. No. 21— 8 mi. S. of Tobermory..... | 1952 | 1952 | 49.3 | 49.3 | |
| 9—Orangeville to Jct. Hwy. No. 9 & Hwy. No. 50..... | 1952 | 1952 | 12.0 | 12.0 | |
| 21—Southampton Cutoff..... | 1952 | 1952 | 3.0 | 3.0 | |
| 24—Guelph to Orangeville..... | 1952 | 1952 | 27.6 | 27.6 | |
| 24—2 mi. S. Singhampton to 7 mi. south of Singhampton..... | 1952 | 1952 | 5.0 | 5.0 | |
| 24—Hornings Mills north—Hornings Mills S..... | 1952 | 1952 | 6.0 | 6.0 | |
| 51—Jct. Hwy. No. 51 & Hwy. No. 24— Caledon..... | 1952 | 1952 | 2.5 | 2.5 | |
| 89—Primrose east..... | 1952 | 1952 | 8.0 | 8.0 | |
| 91—Stayner—Duntroon..... | 1952 | 1952 | 5.0 | 5.0 | |
| Village of Tobermory..... | .... | .... | 2.0 | 2.0 | |
| | | | 134.4 | 134.4 | |

Table Showing Totals Covering Work Done on Division No. 5

| | | |
|---|----------------|--------------|
| Number of bridges built..... | 1 | |
| Calcium dust layer on gravel surfaces..... | 225 | tons |
| Salt used for de-icing roads..... | 7,800 | tons |
| Right-of-way fences erected..... | 54.36 | miles |
| Snow fences erected, dismantled and stored..... | 199.0 | miles |
| Sand for winter maintenance..... | 3,600 | tons |
| Roads snow-plowed and kept open..... | 492.74 | miles |
| Equipment storage houses erected..... | Total no. | 11 |
| Shrubs received from D.H.O. Nursery at Midhurst..... | No. | 20,000 |
| Shrubs received from other nurseries..... | | 3,000 |
| Maintenance of roadside picnic places..... | Total no.... | 93 |
| | No. added 1952 | 7 |
| Maintenance of tables and benches in roadside places..... | Total no.... | 142 |
| | No. added 1952 | 20 |
| Maintenance of tables and benches in off-road parks..... | Total no.... | 116 |
| | No. added 1952 | 31 |
| Maintenance of offroad areas..... | | 36.5 acres |
| Maintenance of snow hedges planted to date..... | | 18.7 miles |
| Snow hedges added 1952..... | | 0.5 miles |
| Routine maintenance on King's Highways..... | | 492.74 miles |
| Maintenance of scale houses..... | Total no.... | 2 |
| Automatic protection at level railway crossings—1 installation consisting of 2 flashing lights. | | |

DIVISION NO. 6 — TORONTO**Construction**

Considerable work was undertaken on the Queen Elizabeth Way during this period to improve traffic conditions at intersections. At the Dixie Side Road a Cloverleaf and structure were built to carry the side road over the Dual Highway. Service roads were also built as an integral part of the scheme.

Decelerating lanes and service roads were also constructed in the Clarkson-Oakville area to allow an uninterrupted flow of traffic along the main artery.

The Provincial Police building site at the junction of the Queen Elizabeth Way and the 6th Line at Oakville was graded, granular based, gravelled and primed. On Highway No. 2, 16 catch basins were replaced on a stretch of 2 miles between Port Credit and Clarkson.

Paving at the Cloverleaf Junction of No. 7 and No. 400 and on decelerating lanes at Dufferin and Maple sideroads was completed. Culverts, shoulders, etc., were completed on this stretch from Thornhill to No. 400 which was started last year.

All culverts were placed on a 4 mile contract between Cooksville and Brampton on Highway No. 10 but grading and granular base operations were only 50% completed during the past season. On Highway No. 11 diversions at St. Paul's and Painswick commenced last year were completed to a paved surface. Grading and culvert construction were started between Crown Hill and Orillia By-Pass, a grading, granular base and culvert operation of 7.3 miles.

Grading, granular base and hot mix paving operations which were started last year on Highway No. 9 were completed. A distance of 2.7 miles was paved with a bituminous hot mix course of H. L. 4. Necessary sodding and seeding were done to complete this operation.

Work consisting of grading, granular base and culvert construction was started on the new No. 69 Highway from Brechin to Washago, a distance of 15.56 miles.

Resurfacing of several stretches of highway was completed. In some cases granular base was laid before surfacing.

Extensive hot mix patching was carried out on Highways 26, 27, 50, 88 and 92 and on the Queensway.

Maintenance

Routine maintenance was carried out on all King's Highways and in addition the Toronto By-Pass No. 401, from Weston Road to Avenue Road was included for the first time in winter maintenance.

Crushed gravel surfaces were placed on Highway No. 103 from Waubesaushene to Port Severn, a distance of 4.59 miles and on Highway No. 9 from Schomberg to Highway No. 50, a distance of 9.3 miles, the latter stretch being converted at a later date to bituminous mix mulch.

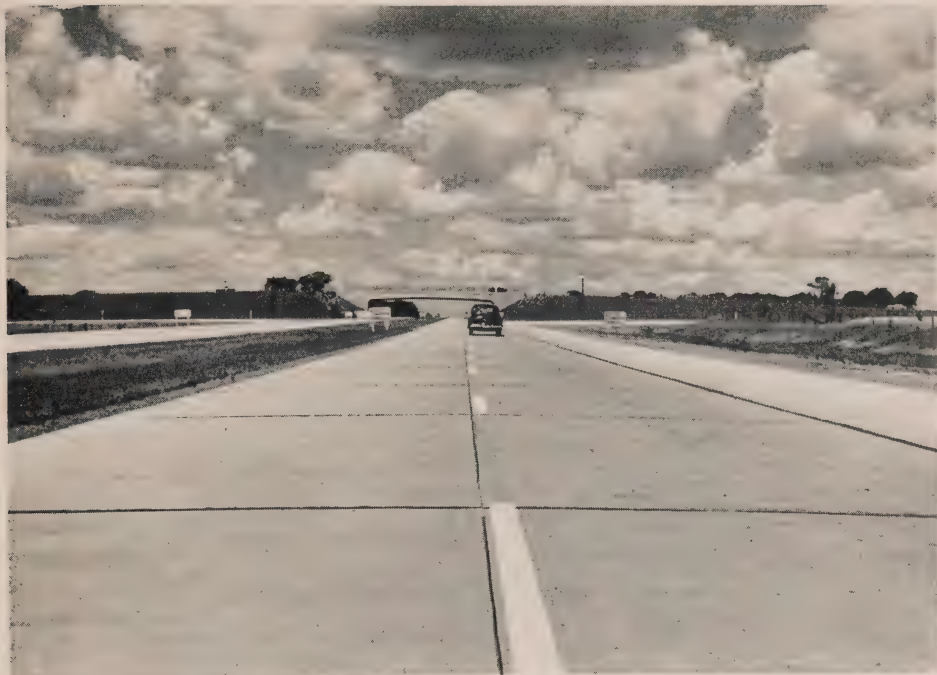
The new Toronto By-Pass No. 401 was mulched from Weston Road to Dufferin Street on twin lanes for a distance of 3.8 miles and the north lane from Dufferin Street to Bathurst Street for an additional 1.25 miles. The remainder of this road was paved with bituminous hot mix to its junction with Highway No. 11A.

Highway No. 47 from Uxbridge to Highway No. 12 and No. 50 from Bolton to Highway No. 9 were surface treated for distances of 5.7 miles and 9.03 miles respectively.

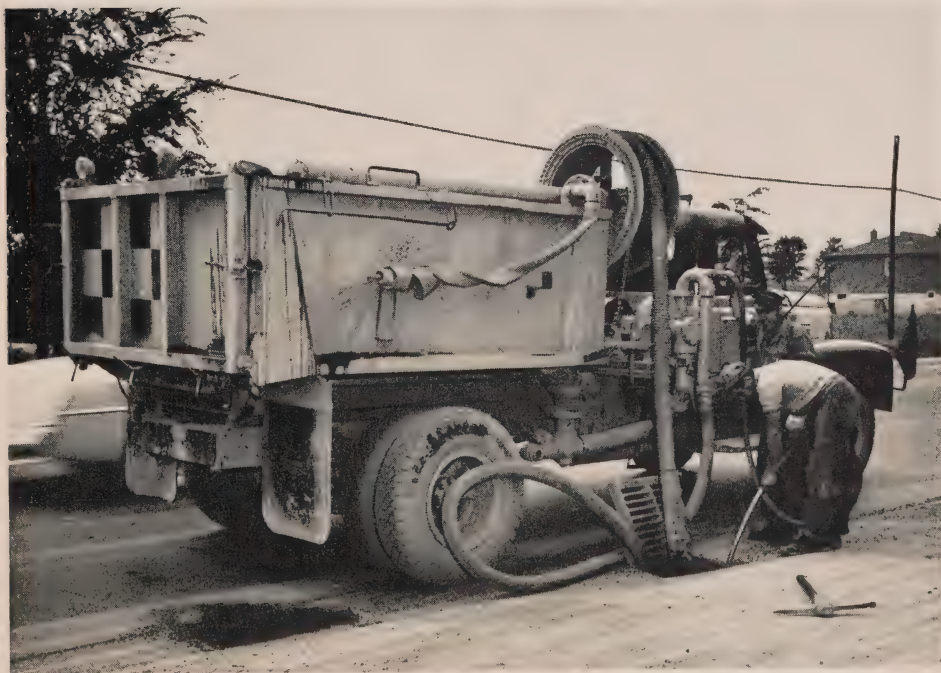
A distance of 56.08 miles of gravelled surfaces was given a prime dust layer coating and 160 tons of calcium chloride was spread on other gravelled roads.

Crushed stone and gravel were placed on various highways throughout the division.

Necessary sodding and seeding were done on Highways Nos. 7, 11 and 47. Extensive bridge painting was carried out on various highways. New tile drainage was installed at the D.H.O. nurseries at Midhurst. Weed control was carried out over an area of 2,600 acres. A steel frame for an overhead directional sign on the Queen Elizabeth Way just east of the Burlington Cloverleaf was erected. A new heated shed, approximately 72' x 42' was constructed at Bradford and a heated storage shed 40' x 80' was also constructed on the Toronto-Barrie highway. At the same time the heating was installed in two buildings completed last year, one at Barrie and the other at Port Credit.



Controlled-access No. 400 showing cloverleaf at Highway No. 7



Eductor cleaning catch basins, Highway No. 11 south of Thornhill.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|----------------|
| Grading and Culverts | | | | | |
| 11—At Painswick and St. Pauls..... | 1952 | 1952 | 2.42 | 2.42 | |
| 11—Ontario Hospital to Bell's Corners.. | 1952 | .... | 1.08 | 1.08 | |
| 11—Diversions Oro and Orillia Twps.... | 1952 | .... | .... | .... |  |
| 11—Orillia By-pass..... | 1952 | .... | .... | .... |  |
| 11—Ontario Hospital Aurora..... | 1952 | 1952 | .... | .... |  |
| 11—Culverts at Hawkestone and Ardtrea | 1952 | 1952 | .... | .... |  |
| QEW—Oakville Service Road..... | 1952 | 1952 | .50 | .50 | |
| QEW—Dixie Cloverleaf, etc..... | 1952 | .... | 3.39 | 3.39 | |
| QEW—Provincial Police Bldg., Oakville.... | 1952 | 1952 | .... | .... |  |
| QEW—Dixie side road..... | 1952 | 1952 | .23 | .23 | |
| QEW—Clarkson side road..... | 1952 | 1952 | .23 | .23 | |
| QEW—Culverts at Dixie side road..... | 1952 | 1952 | .... | .... |  |
| 10—Cooksville to Brampton..... | 1952 | .... | .98 | .98 | |
| 49—Kleinburg to Highway No. 50..... | 1952 | 1952 | 1.04 | 1.04 | |
| 69—Brechtin to Washago..... | 1952 | .... | 3.52 | 3.52 | |
| D.H.O. building site, Keele & Downsview..... | 1952 | 1952 | .... | .... |  |
| TOTAL..... | | | 13.39 | 13.39 | |
| Granular Base New Grading | | | | | |
| 10—Cooksville to Brampton..... | 1952 | .... | .73 | .73 | |
| 11—At Painswick and St. Pauls..... | 1952 | 1952 | 1.30 | 1.30 | |
| 11—Ontario Hospital to Bell's Cnrs.... | 1952 | .... | 1.40 | 1.40 | |
| 11—Ontario Hospital Aurora..... | 1952 | 1952 | .... | .... |  |
| 49—Kleinberg to Highway No. 50..... | 1952 | 1952 | 2.70 | 2.70 | |
| 69—Brechtin to Washago..... | 1952 | .... | 3.52 | 3.52 | |
| QEW—Dixie Cloverleaf, etc..... | 1952 | .... | 3.58 | 3.58 | |
| QEW—Provincial Police Bldg., Oakville.... | 1952 | 1952 | .... | .... |  |
| QEW—Oakville Service Road..... | 1952 | 1952 | .50 | .50 | |
| QEW—Dixie side road..... | 1952 | 1952 | .23 | .23 | |
| QEW—Clarkson side road..... | 1952 | 1952 | .23 | .23 | |
| D.H.O. building site, Keele & Downsview..... | 1952 | 1952 | .... | .... |  |
| TOTAL..... | | | 14.19 | 14.19 | 274,622.1 tons |
| Granular Base Laid Where No Grading Done | | | | | |
| 11—Schomberg River to Bradford..... | 1952 | 1952 | .15 | .15 | 11,850.1 tons |
| Gravelling Contracts Not Including Granular Base | | | | | |
| 9—Schomberg to Highway No. 50..... | 1952 | 1952 | 9.31 | 9.31 | |
| 69—Brechtin to Washago..... | 1952 | 1952 | 15.56 | 15.56 | |
| 103—Waubashene to Port Severn..... | 1952 | 1952 | 4.59 | 4.59 | |
| TOTAL..... | | | 29.46 | 29.46 | |
| Bituminous Pavement Built | | | | | |
| 11—At Painswick and St. Paul's..... | 1952 | 1952 | 1.39 | 1.39 | |
| 11—Schomberg River to Bradford..... | 1952 | 1952 | .67 | .67 | |
| 11—Ontario Hospital Aurora..... | 1952 | 1952 | .... | .... |  |
| 49—Kleinberg to Highway No. 50..... | 1952 | 1952 | 2.41 | 2.41 | |
| QEW—Dixie Cloverleaf, etc..... | 1952 | .... | 3.39 | 3.39 | |
| QEW—Clarkson side road..... | 1952 | 1952 | .23 | .23 | |
| QEW—Highway No. 25 to Brant Street.... | 1952 | 1952 | 1.07 | 1.07 | |
| QEW—Provincial Police Bldg., Oakville.... | 1952 | 1952 | .... | .... |  |
| TOTAL..... | | | 9.16 | 9.16 | 79,277.1 tons |
| Bituminous Resurfacing of Old Pavements | | | | | |
| 11—Ontario Hospital to Bell's Corners.. | 1952 | 1952 | 4.47 | 4.47 | |
| Bituminous Surface Treatment | | | | | |
| 47—Uxbridge to Highway No. 12..... | 1952 | 1952 | 5.70 | 5.70 | |
| 50—Bolton to Highway No. 9..... | 1952 | 1952 | 9.03 | 9.03 | |
| TOTAL..... | | | 14.73 | 14.73 | |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|---------|
| Bituminous Prime on Gravel Surfaces | | | | | |
| 9—Highway No. 27 to Highway No. 50 | 1952 | 1952 | 9.31 | 9.31 | |
| 69—Brechtin to Washago | 1952 | 1952 | 15.56 | 15.56 | |
| 93—Crownhill to Waverly | 1952 | 1952 | 17.54 | 17.54 | |
| 103—Waubashene to Port Severn | 1952 | 1952 | 4.59 | 4.59 | |
| QEW—Oakville side road | 1952 | 1952 | .50 | .50 | |
| 2—Ontario Hospital Mimico | 1952 | 1952 | .... | .... |  |
| SECONDARY ROAD | | | | | |
| Pt. Severn to Honey Harbour | 1952 | 1952 | 9.00 | 9.00 | |
| TOTAL | | | 56.50 | 56.50 | |

Crushed Gravel and Stone on Roads by Department Forces

| | |
|--------------|-----------------------|
| QEW | 12,340.95 tons |
| 7 | 2,477.00 " |
| 9 | 16,000.85 " |
| 11 | 3,753.60 " |
| 49 | 3,687.35 " |
| 69 | 30,002.35 " |
| 103 | 11,015.00 " |
| TOTAL | 79,277.10 tons |

Table Showing Totals Covering Work Done on Division No. 6—1952-1953

| | |
|--|----------------|
| Number of bridges built | 1 |
| Calcium dust layer on gravel surfaces | 160 tons |
| Salt used for de-icing roads | 9,401.36 tons |
| Right-of-way fences erected | 35.14 miles |
| Snow fences erected, dismantled and stored | 154.15 miles |
| Sand for winter maintenance | 78,359.08 tons |
| Roads snow-plowed and kept open | 676.26 miles |
| Equipment storage houses erected | 4 |
| Shrubs received from D.H.O. Nursery at Midhurst | 66,578 |
| Maintenance of roadside picnic places | 134 |
| | No. added 1952 |
| Maintenance of tables and benches in roadside places | 21 |
| | Total |
| | 177 |
| | No. added 1952 |
| | 24 |
| Maintenance of snow hedges planted to date | 3.30 miles |
| Routine maintenance on King's Highways | 667.26 miles |
| Routine maintenance on secondary roads | 9.00 miles |
| Maintenance of scale houses | 5 |

DIVISION NO. 7 — PORT HOPE

Construction

During the fiscal year ending March 31st, 1953 contracts were awarded for five grading contracts, one bridge contract and one resurfacing contract. Two of the grading contracts on the new Peterborough Highway, between Highways No. 53 and 28 were started; clearing was completed and several culverts poured during the winter. One bridge contract at Bobcaygeon progressed through the winter and was approximately 80% completed. On hot mix paving contract, Campbellford to Havelock on Highway No. 30, paving was finished on the new grade which had been completed in the 1951-52 season. Hot mix resurfacing Warkworth Road to north limits of Campbellford was completed. On Trans-Canada project, Highway No. 7 between Oakwood and Sunderland Corners, grading which had been started in 1951-52 was completed and hot mix pavement laid over the ten mile contract. Grading contracts Highway No. 33, Wellington to Hillier, Highway No. 46, $\frac{3}{4}$ mile south of Argyle to road between Lots 20 and 21, Township of Eldon, Highway 35, 1 mile north of Coboconk to Norland, secondary road, 3 miles south of Kinmount

to Union Creek Turn and on Development Road, Brighton to Presqu'ile Park, were all completed.

No unusual difficulties were encountered and no new equipment or methods were used.

Maintenance

Routine maintenance was carried out on all highways and secondary roads in the Division during the fiscal year 1952-53; no changes in method of importance were used for general maintenance.

The zone painting program was carried out during the season by the Division forces. Total number of miles painted 250 miles. We were able, by Division control, to repaint portions of highway late in the season, with the result the zone paint markings were reasonably distinct throughout the winter months.

The building program in Division No. 7 has progressed throughout the past fiscal year. Construction was started on a snowplow storage building at Curve-Inn adjacent to Highway No. 401. This building deviated from the usual storage building in this division in that the building is a fabricated steel structure, erected on three-foot concrete walls. The concrete floor is still to be poured, doors fitted and heating installed.

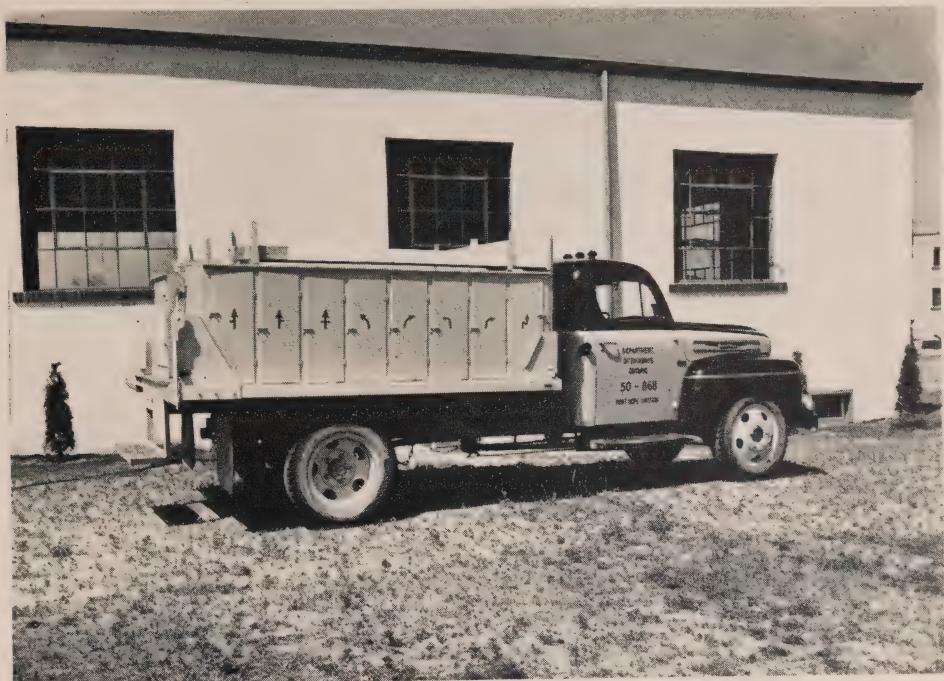
The four bay extension to the Division garage was completed during the year and the exterior work on the Division office extension was completed. The interior finishing, heating and lighting of the office are yet to be completed.

There was little change in the winter maintenance work of the past fiscal year. The general tendency toward the use of comparatively more salt, as raw chemical, and less sand, continued. The road reporting and night patrol systems experienced no change and proved to be satisfactory. Snowfalls during the winter months were very light and owing to the open winter the snow equipment was not used a great deal for snow removal. Driving conditions were better than in the average winter.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|---------|
| Grading and Culverts | | | | | |
| 46— $\frac{3}{4}$ mile S. of Argyle north..... | 1951 | 1952 | 1.5 | 4.5 | |
| 33—Hillier to Wellington..... | 1951 | 1952 | 5.5 | 6.7 | |
| 35—Coboconk to Norland..... | 1951 | 1952 | 4.3 | 4.3 | |
| 7—Sunderland Corners to Oakwood..... | 1951 | 1952 | 9.3 | 10.0 | |
| SECONDARY ROADS | | | | | |
| Burnt River Rd. to Kinmount—3 mi. S. of Kinmount to Union Creek Turn | 1952 | 1952 | 3.0 | 3.0 | |
| Bobcaygeon-Kinmount Rd.—3 mi. N. of Bobcaygeon to $5\frac{1}{2}$ mi. N. of Bobcaygeon..... | 1952 | 1952 | 2.0 | 2.0 | |
| Monk Rd.—2.8 mi. E. of Norland to 3.1 mi. E. of Norland..... | 1951 | 1952 | 0.3 | 0.3 | |
| DEVELOPMENT ROAD | | | | | |
| 154—Brighton to Presqu'ile Park..... | .... | .... | 2.0 | 2.0 | |
| TOTAL..... | | | 27.9 | 32.8 | |

Granular Base on New Grading

| | | | | | |
|---|------|------|------|------|-----------------------------|
| 46— $\frac{3}{4}$ mi. S. of Argyle north..... | 1951 | 1952 | 1.7 | 4.5 | B 23,906 tons A 20,000 " |
| 33—Hillier-Wellington..... | 1952 | 1952 | 6.7 | 6.7 | B 40,356 " A 25,362 " |
| 35—Coboconk to Norland..... | 1952 | 1952 | 4.3 | 4.3 | B 66,114 " A 21,348 " |
| 7—Sunderland Corners to Oakwood..... | 1952 | 1952 | 10.0 | 10.0 | B 153,330 " A 36,600 " |



Truck for carrying safety signs—Port Hope Division



Mulching operation by Division forces south of Lorneville, Highway No. 46

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks | | |
|---|----------------|----------------|-------------------------------|----------------|--------------|--------|---|
| SECONDARY ROADS | | | | | | | |
| Burnt River Rd.—3 mi. S. of Kinmount to Union Creek Turn..... | 1952 | 1952 | 3.0 | 3.0 | A | 16,362 | “ |
| Bobcaygeon—Kinmount Rd.—3½ mi. N. of Bobcaygeon to 5½ mi. N. of Bobcaygeon..... | 1952 | 1952 | 2.0 | 2.0 | B | 19,390 | “ |
| Monk Rd.—2.8 mi. E. of Norland to 3.1 E. of Norland..... | 1952 | 1952 | 0.3 | 0.3 | B | 9,216 | “ |
| DEVELOPMENT ROAD | | | | | | | |
| 154—Brighton to Presqu'ile Park..... | 1952 | 1952 | 2.5 | 2.5 | A | 10,072 | “ |
| TOTAL | | | 30.5 | 33.3 | 442,056 tons | | |

Granular Base No Grading Done

| | | | | | | |
|---|------|------|-----|-----|---|-------------|
| SECONDARY ROADS | | | | | | |
| Monk Rd.—scattered sections west of Norland | 1952 | 1952 | 1.5 | 1.5 | B | 8,932 tons |
| Monk Rd.—scattered sections east of Sebright | 1952 | 1952 | 1.5 | 1.5 | B | 15,680 " |
| TOTAL | | | 3.0 | 3.0 | | 24,612 tons |

Gravelling Contracts Not Including Granular Base

| | | | | | | |
|---------------------------------|------|------|---|---|--|------------|
| DEVELOPMENT ROADS | | | | | | |
| 154—Brighton to Presqu'ile Park | 1951 | 1952 | 2 | 2 | | 8,000 tons |

Bituminous Pavement Built

| | | | | | | |
|-----------------------------|------|------|----|----|--|-------------|
| 30—Campbellford to Havelock | 1952 | 1952 | 10 | 10 | | 28,485 tons |
|-----------------------------|------|------|----|----|--|-------------|

Bituminous Cold Mix Surface (Road Mix Mulch)

| | | | | | | |
|---|------|------|------|------|--|--|
| 46—Highway No. 7 to 2.5 mi. | 1952 | 1952 | 2.5 | 2.5 | | |
| 46—Woodville to 3.5 mi. N. of Woodville | 1952 | 1952 | 3.5 | 3.5 | | |
| 35—1 mi. N. of Coboconk to Haliburton Co. line | 1952 | 1952 | 8.2 | 8.2 | | |
| 36—Bobcaygeon to Nogies Creek | 1952 | 1952 | 3.1 | 3.1 | | |
| 7A—Port Perry to Caesarea Turn | 1952 | 1952 | 2.5 | 2.5 | | |
| TOTAL | | | 19.8 | 19.8 | | |

Bituminous Resurfacing of Old Pavements

| | | | | | | |
|---------------------------------------|------|------|------|------|--|-------------|
| 7—Sunderland Corners to Oakwood | 1952 | 1952 | 10 | 10 | | 24,685 tons |
| 30—Campbellford to Warkworth Sideroad | 1952 | 1952 | 7.6 | 7.6 | | 10,055 " |
| TOTAL | | | 17.6 | 17.6 | | 34,740 tons |

Bituminous Surface Treatment

| | | | | | | |
|--------------------------------|------|------|------|------|--|--|
| 7A—Port Perry to Caesarea Turn | 1952 | 1952 | 6.8 | 6.8 | | |
| 35—Orono to 5 mi. north | 1952 | 1952 | 5.0 | 5.0 | | |
| 46—Highway No. 7 to Woodville | 1952 | 1952 | 5.8 | 5.8 | | |
| SECONDARY ROAD | | | | | | |
| Bobcaygeon to 3 mi. north | 1952 | 1952 | 3.0 | 3.0 | | |
| TOTAL | 1952 | 1952 | 20.6 | 20.6 | | |

Bituminous Prime on Gravel Surfaces

| | | | | | | |
|--|------|------|------|------|--|--|
| 7A—Village of Port Perry | 1952 | 1952 | 1.0 | 1.0 | | |
| 33—Wellington to 4 mi. S. of Hwy. No. 7 | 1952 | 1952 | 6.7 | 6.7 | | |
| 35—5 mi. N. of Orono—4 mi. S. of Hwy. No. 7 | 1952 | 1952 | 17.4 | 17.4 | | |
| 35—1 mi. N. of Coboconk—Haliburton Co. line | 1952 | 1952 | 7.6 | 7.6 | | |
| 36—Bobcaygeon—Burleigh Falls | 1952 | 1952 | 23.5 | 23.5 | | |
| 45—Fenella to Norwood | 1952 | 1952 | 17.2 | 17.2 | | |
| 46—Woodville to Coboconk | 1952 | 1952 | 27.6 | 27.6 | | |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|------------------|
| 2—Trenton to Oshawa..... | 1952 | 1952 | 62.4 | 62.4 | Shoulders 4' |
| 7A—Caesarea Turn to Highway No. 28.... | 1952 | 1952 | 23.0 | 23.0 | both sides scat- |
| 46—Highway No. 7 to 2.5 mi. north..... | 1952 | 1952 | 2.5 | 2.5 | tered sections |
| TOTAL..... | | | 188.9 | 188.9 | |
| SECONDARY ROADS | | | | | |
| Kirkfield to Lift Locks..... | 1952 | 1952 | 2.0 | 2.0 | |
| 3 mi. N. of Bobcaygeon to 1 mi. W. of Kinmount..... | 1952 | 1952 | 15.4 | 15.4 | |
| Catchacoma Rd.—Hwy. No. 36—10.5 mi. N. of Hwy. No. 36..... | 1952 | 1952 | 10.6 | 10.6 | |
| Burnt River Village (N. connecting rd.) | 1952 | 1952 | 1.0 | 1.0 | |
| Monk Rd.—Norland east and west.... | 1952 | 1952 | 5.0 | 5.0 | |
| DEVELOPMENT ROADS | | | | | |
| 154—Brighton to Presqu'ile Point..... | 1952 | 1952 | 2.5 | 2.5 | |
| TOTAL..... | | | 36.5 | 36.5 | |

Crushed Gravel and Stone on Roads by Department Forces

| | | | | | |
|------------------------------|----------------|---------------|---|---|-------------|
| SECONDARY ROADS | | | | | |
| Kirkfield to Sebright..... | (Partly spread | on road)..... | | | 2,600 tons |
| Sebright to Norland..... | " | " | " | " | 4,400 " |
| Norland to Kinmount..... | " | " | " | " | 2,600 " |
| Victoria Road to Uphill..... | " | " | " | " | 2,400 " |
| TOTAL..... | | | | | 12,000 tons |

Table Showing Totals Covering Work Done on Division No. 7

| | | |
|---|----------------|-------|
| Number of bridges built..... | 1 | |
| Calcium dust layer on gravel surfaces..... | 210 | tons |
| Salt used for de-icing roads..... | 3,052 | tons |
| Right-of-way fences erected..... | 80.2 | miles |
| Snow fences erected, dismantled and stored..... | 197.5 | miles |
| Sand for winter maintenance..... | 47,167 | tons |
| Roads snow-plowed and kept open..... | 608.24 | miles |
| Equipment storage houses erected..... | Total | 8 |
| | No. added 1952 | 2 |
| Shrubs received from D.H.O. Nursery at Midhurst..... | 4,000 | |
| Maintenance of roadside picnic places..... | Total | 183 |
| | No. added 1952 | 17 |
| Maintenance of tables & benches, roadside places..... | Total | 116 |
| | No. added 1952 | 29 |
| Maintenance of snow hedges planted to date..... | 6.6 | miles |
| Routine maintenance on King's Highways..... | 488.2 | miles |
| Routine maintenance on secondary roads..... | 113.3 | miles |
| Development roads built..... | 17.5 | miles |
| Maintenance of scale houses..... | Total No. | 1 |

DIVISION NO. 8 — KINGSTON

Construction

The year 1952-53 began with a carry-over, on contracts awarded previously, of two bridges, two culverts, 12 miles of grading, and 7.5 miles of resurfacing. The bridges, over the Rideau Canal at Newboro on Highway No. 42 and two culverts were constructed to replace deteriorated or inadequate ones. A special point of interest occurred in the building of a new culvert on a rock fill west of Collins Bay on Highway No. 33. Here the contractor excavated the previously placed rock fill with a dragline, and then constructed his culvert in a barge, sank the barge, demolished its sides and ends, and replaced the rock fill.

Grading was completed on 6 miles of Highway No. 41 between Sharp's Corners and Napanee; and brought to 80% of completion on a further 6 miles on Highway No. 7 (Trans-Canada) from the Hastings County line to the Junction of Highway No. 37.

Resurfacing was completed on Highways No. 2, 16 and the By-Pass in the vicinity of Prescott.

During the year, contracts were let for 13.6 miles of grading: Crosby north 6.5 miles on Highway No. 15; and Bathurst west 7.1 miles on Highway No. 7 (T.C.H.) Neither of these jobs were completed, that on Highway No. 15 being 25% complete and that on Highway No. 7 being 90% complete at the end of the fiscal year. 1.6 miles of Highway No. 33 at the north limits of the Town of Trenton were resurfaced.

A contract was let early in the year for the construction of new ferry docks at both terminals of the Glenora Ferry across the Bay of Quinte, but no work was actually done until autumn, and by the end of the year the contract was only 30% completed.

Many small and several large projects were undertaken by Division forces: Gravel mulch was laid on Highway No. 37 north and south of Thomasburg to complete the paving of Highway No. 37 from Belleville to Highway No. 7. Mulch was also laid on the Development Road from Lanark to Hopetown, and the Development Road from Napanee to Marysville.

Severe high water and spring storms combined to endanger Highways Nos. 2S, 33 and 95, and also the Department's Brown's Bay Park on Highway No. 2S. 1,200 cu. yds. of random rip-rap were laid as protection.

A small rock cut was made to improve the intersection of Highway No. 2 with the Lansdowne-Reynolds Road; sidewalks were built in Marlbank, Corbyville and Foxboro; and a new flashing light was installed at the C.N.R. crossing of Highway No. 38 at Tichborne.

Maintenance

Routine maintenance, under both summer and winter conditions was carried out on a total of 616.34 miles of King's Highways and 6.60 miles of secondary road.

Surface treatment was applied on 67.5 miles of the King's Highways, and prime dust layer on a further 48.4 miles. Following limited trials in the previous year, a total of 81.8 miles of shoulders were primed as a project to reduce pavement-edge maintenance. Very satisfactory results were obtained.

A total of 10,682 tons of hot mix patching was used on Highways Nos. 2 and 2S between Gananoque and Brockville.

Calcium dust layer was used to a limited extent early in the season on a total of 45.6 miles.

The operation of the free ferry across the Bay of Quinte at Glenora showed a heavy increase in traffic (24%) over the previous year. The original ferry, "Nahomis" was withdrawn from service on October 16th, and dismantled. The "Quinte" operated for the longest season on record, service being discontinued only from March 2nd to 14th to enable engine repairs to be made. In all, 12,908 trips were made carrying over 137,000 vehicles during the year.

The construction of the Division paint shop in Kingston was completed, and 5 frame sheds for the storage of bulk salt were erected.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|---------|
| Grading and Culverts | | | | | |
| 7—T.C.H.—Junction of Hwy. 7 & 37— East Hastings County line..... | 1952 | .... | 5.9 | 6.0 | |
| 7—T.C.H.—Bathurst—Maberley..... | 1952 | .... | 3.0 | 7.1 | |
| 15—1 mi. north of Crosby—Portland north. | 1952 | .... | 1.5 | 6.7 | |
| 29—Smiths Falls southerly..... | 1952 | 1952 | 2.0 | 2.0 | |
| 41—Napanee—Sharpe's Corners..... | 1952 | 1952 | 5.7 | 5.7 | |
| 38—C.A.H.—East of Division St. (Kingston)..... | 1952 | .... | 0.5 | 3.0 | |
| TOTAL..... | | | | 18.6 | |



Bridge over Mississippi River on development road between Perth and Hopetown



Highway No. 7 west of Kaladar, Trans-Canada re-location

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|------------------|
| Granular Base Laid on New Grading | | | | | |
| 7—T.C.H.—Junction of Hwys. 37 & 7— East Hastings County line | 1952 | .... | 5.9 | 5.9 | 195,200 tons |
| 15—1 mi. north of Crosby—Portland north. | 1952 | .... | 1.0 | 6.7 | 160 " |
| 29—Smiths Falls southerly | 1952 | 1952 | 2.0 | 2.0 | 13,247 " |
| 41—Napanee—Sharpe's Corner | 1952 | 1952 | 5.7 | 5.7 | 124,790 " |
| TOTAL | | | 14.6 | | 333,397 tons |
| Granular Base Laid No Grading Done | | | | | |
| 33—Trenton northerly | 1952 | 1952 | 1.6 | 1.6 | 28,000 tons |
| Gravelling Contracts Not Including Granular Base | | | | | |
| 41—Napanee—Kaladar | 1952 | 1952 | .... | .... | 10,051 tons |
| 38—Cataragui—Sharbot Lake | 1952 | 1952 (Jan.) | .... | .... | 10,008 " |
| DEVELOPMENT ROADS | | | | | |
| 78—Lanark—Hopetown | 1952 | 1952 | .... | 6 | 10,586 " |
| 171—On Amherst Island | 1952 | 1952 | .... | 9.5 | 12,000 " |
| 26—Parham—Hwy. 7 | 1953 | 1953 | .... | 10.5 | 9,947 " |
| | (Jan.) | (Mar.) | | | |
| | Stockpiled | | | | |
| TOTAL | | | | 26.0 | 66,647 tons |
| Bituminous Pavement Built | | | | | |
| 29—Smiths Falls southerly 2 miles | 1952 | 1952 | 2.0 | 2.0 | 5,000 tons |
| Prescott By-Pass—Prescott—Hwy. 16. | 1951 | 1952 | 3.1 | 3.1 | 4,354 " |
| TOTAL | | | | 5.1 | 9,354 tons |
| Bituminous Road Mix Mulch | | | | | |
| 37—1 mi. S. of Roslin—2 mi. S. of Tweed | 1952 | 1952 | 7.6 | 7.6 | 10,000 tons |
| 7, 15, 38, 14 & 41—Various isolated locations | 1952 | 1952 | 4.0 | 4.0 | 3,000 " |
| DEVELOPMENT ROADS | | | | | |
| 78—Hwy. 7—Lanark | 1951 | 1952 | 7.5 | 9.2 | 14,400 " |
| 78—Lanark—Hopetown | 1952 | 1952 | 6.0 | 6.0 | 10,586 " |
| 97—Marysville—Napanee | 1952 | 1952 | 7.8 | 7.8 | 14,737 " |
| TOTAL | | | 32.9 | | 52,723 tons |
| Bituminous Resurfacing of Old Pavements | | | | | |
| 2—Prescott—Johnstown Corner | 1951 | 1952 | 2.7 | | 2,637 tons |
| 16—Hwy. 2—Rooney's Corner | 1951 | 1952 | 1.3 | 1.3 | 1,040 " |
| 29—Smiths Falls—Frankville south | 1952 | 1952 | 13.1 | 13.1 | 28,080 " |
| 15—At Port Elmsley | 1952 | 1952 | 0.1 | 0.1 | 202 " |
| 33—Trenton northerly | 1952 | 1952 | 1.6 | 1.6 | 3,557 " |
| TOTAL | | | 18.8 | | 35,516 tons |
| Bituminous Surface Treatment | | | | | |
| 2—Lansdowne—Crystal Beach | 1952 | 1952 | 9.1 | 9.1 | |
| 15—Smiths Falls—Perth | 1952 | 1952 | 12.0 | 12.0 | |
| 15—Joyceville—1 mi. S. of Joyceville | 1952 | 1952 | 0.3 | 0.3 | Double treatment |
| 38—Hinchinbrooke—0.5 mi. north of Tichborne | 1952 | .... | 8.6 | 8.6 | |
| 7—Actinolite—Madoc | 1952 | .... | 9.3 | 9.3 | |
| 14—Marmora—Sterling . . . . . | .... | .... | 15.5 | 15.5 | |
| 37—Corbyville—Roslin . . . . . | .... | .... | 7.5 | 7.5 | |
| 7—Marmora—Deloro Corner . . . . . | .... | .... | 3.0 | 3.0 | |
| 95 & 96—On Wolfe Island—Village . . . . . | .... | .... | 1.9 | 1.9 | |
| 2—Barriefield—Village (Old Road) . . . . . | .... | .... | 0.3 | 0.3 | |
| TOTAL | | | 67.5 | | |
| Bituminous Prime on Gravel Surfaces | | | | | |
| 37—1 mi. S. of Roslin—2 mi. S. of Tweed | 1952 | 1952 | 7.7 | 7.7 | |
| 41—0.5 mi. S. of Tamworth—1 mi. S. of Roblin | 1952 | 1952 | 11.0 | 11.0 | |
| 41—Cole's Landing—northerly 2 mi. | 1952 | 1952 | 2.0 | 2.0 | |
| 95 & 96—On Wolfe Island | 1952 | 1952 | 27.65 | 27.65 | |
| 2—Trenton—Prescott (various locations) | 1952 | 1952 | 81.25 | 81.85 | |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|-----------------------|
| DEVELOPMENT ROADS | | | | | |
| 97—Marysville—Napanee (Hastings & Lennox)..... | 1952 | 1952 | 6.6 | 6.6 | |
| 78—Hwy. 7—Hopetown (Lanark)..... | 1952 | 1952 | 14.5 | 14.5 | |
| TOTAL..... | | | 151.3 | | |
| Crushed Gravel and Stone on Roads by Dept. Forces | | | | | |
| 2—Lansdowne Township..... | | | | | Total cu. yds. 200 |
| 15—Pittsburgh Township..... | | | | | 280 |
| 15—Pittsburgh Township..... | | | | | 420 |
| 15—North Elmsley Township..... | | | | | 200 |
| 32—Leeds Township..... | | | | | 300 |
| TOTAL..... | | | | | 1,400 |
| Table Showing Totals Covering Work Done on Division No. 8 | | | | | |
| Number of bridges built (comp. 1953)..... | | | | 2 | |
| Calcium dust layer on gravel surfaces..... | | | | 500 | tons |
| Salt used for de-icing roads..... | | | | 7,697 | tons |
| Right-of-way fences erected..... | | | | 65.45 | miles |
| Snow fences erected, dismantled and stored..... | | | | 77.06 | miles |
| Sand for winter maintenance..... | | | | 48,100 | tons |
| Roads snow-plowed and kept open..... | | | | 622.94 | miles |
| Equipment storage houses erected..... | | | | 48 | |
| | | No. added 1952 | | 5 | |
| Shrubs received from D.H.O. Nursery at Midhurst (Sugar maple)..... | | | | 240 | |
| Shrubs received from other nurseries (Maple)..... | | | | 210 | |
| Maintenance of roadside picnic places..... | | | | 60 | |
| Maintenance of tables and benches in roadside places..... | | | | 105 | |
| Maintenance of tables and benches in off-road parks..... | | | | 274 | |
| Maintenance of off-road areas..... | | | | 177.0 | acres |
| Maintenance of snow hedges planted to date..... | | | | 1.2 | miles |
| Routine maintenance on King's Highways..... | | | | 616.34 | miles |
| Routine maintenance on secondary roads..... | | | | 6.60 | miles |
| Automatic protection at level railway crossings—1 installation consisting of 2 flashing lights | | | | | |

DIVISION NO. 9 — OTTAWA

Construction

A culvert on the Trans-Canada Highway, $1\frac{1}{2}$ miles west of Wendover failed when the 40 ft. of fill was applied and this was lined with a multiplate steel pipe and has shown no further signs of failure.

Paving and granular base were completed to a width of 24 ft. on Trans-Canada Highway from Greens Creek easterly. Paving and granular base to a width of 24 ft. was completed on Highway No. 17 from Ottawa to Greens Creek. The additional width of pavement has not been down long enough to show results but there has been very little pavement edge drop on these sections to date.

Maintenance

The resurfacing with bituminous hot mix of 10 miles of old concrete pavement between Williamsburg and Winchester was completed.

The resurfacing begun in 1951 with bituminous hot mix of 9 miles of Highway No. 17 from Ottawa City Limits west, which also includes 5.5 miles of grading, culverts and granular base, was finished.

Bituminous prime on gravel roads was laid on several stretches of King's Highways and secondary roads, details of which appear in the tabulated form below.

The old deck of the Raisin River Bridge at Lancaster was removed and replaced with concrete. On Highway No. 17 between Cobden and Pembroke, fill

over 7 culverts was excavated to frost line and backfilled with coarse granular material which was feathered out to zero depth in a distance of 50 feet on each side and then resurfaced with cold mix asphalt.

On Highway No. 2 from Johnstown to 2½ miles east the pavement was widened an additional 18 inches each side with cold mix asphalt.

The quality of information on road condition given out by 24-hour road reporting service, and efficiency of maintenance operations in general was considerably improved by the installation of 35 mobile telephone units in snow plows and patrol trucks. These units can be made still more effective by the erection of additional towers and relay stations which is under consideration for this summer by the Bell Telephone Company.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|--------------|
| Grading and Culverts | | | | | |
| 17—T.C.H.—11 mi. east of Greens Creek— east of Rockland..... | 1950 | 1952 | 6.0 | 7.2 | |
| 17—T.C.H.—East of Rockland—easterly for 6.6 mi..... | 1951 | .... | 1.8 | 6.6 | |
| T.C.H.—Plantagenet westerly—west for 7.7 mi..... | 1951 | .... | 6.5 | 7.7 | |
| 17—Ottawa city limits easterly 2.5 mi..... | 1951 | 1952 | 1.0 | 2.5 | |
| 17—Ottawa city limits westerly 9 mi..... | 1951 | 1952 | 6.0 | 9.0 | |
| 43—4 mi. W. of Alexandria—westerly 5 mi..... | 1952 | .... | 1.9 | 5.0 | |
| 43—Chesterville to Finch..... | 1952 | 1952 | 8.4 | 8.4 | |
| TOTAL..... | | | 31.6 | | |
| DEVELOPMENT ROADS | | | | | |
| 84—Ramsay Twp.—Union Hall Road..... | 1949 | 1952 | 1.0 | 4.7 | |
| 102—Pakenham Twp.—Bellamy Rd., N.W. part..... | 1950 | .... | 1.5 | 5.5 | |
| 123—Bathurst Twp.—Christie Lake Rd. from 2-3 Con..... | 1950 | 1952 | 0.75 | 4.5 | |
| 125—Drummond Twp.—Wayside—Tennyson..... | 1950 | 1952 | 0.5 | 9.1 | |
| 165—Lanark Twp.—Rosetta Rd..... | 1951 | .... | 3.4 | 5.65 | |
| 178—Darling Twp.—Brightside N.W. Lavant Line..... | 1951 | .... | 0.3 | 0.3 | |
| 179—Torbolton Twp.—Fifth side road..... | 1951 | .... | 0.6 | 1.1 | |
| 192—Sherbrooke S. Twp.—Maberly— Bolingbroke Rd. (part)..... | 1952 | .... | 1.9 | 1.9 | |
| 193—Sherbrooke N. Twp.—Elphin—Snow Rd..... | 1952 | .... | 0.7 | 0.7 | |
| TOTAL..... | | | 10.65 | | |
| Granular Base Laid on New Grading | | | | | |
| 17—T.C.H.—11 mi. E. Greens Creek—E. of Rockland 7.2 mi..... | 1950 | 1952 | 6.0 | 7.2 | 89,760 tons |
| 17—T.C.H.—east of Rockland—easterly 6.6 mi..... | 1951 | .... | 1.8 | 6.6 | 194,912 " |
| 17—T.C.H.—Plantagenet westerly 7.7 mi.... | 1951 | .... | 6.5 | 7.7 | 71,400 " |
| 17—Ottawa city limits—easterly 2.5 mi..... | 1951 | 1952 | 0.6 | 2.5 | 5,650 " |
| 17—Ottawa city limits—westerly 5.5 mi.... | 1951 | 1952 | 4.5 | 9.0 | 100,215 " |
| 43—4 mi. W. Alexandria—westerly 5 mi..... | 1952 | .... | 0.0 | 5.0 | 11,400 " |
| 43—Chesterville to Finch 8.4 mi..... | 1952 | .... | 8.0 | 8.4 | 223,750 " |
| DEVELOPMENT ROADS | | | | | |
| 84—Ramsay Twp.—Union Hall Rd..... | 1949 | 1952 | .... | .... | 5,860 " |
| 123—Bathurst Twp.—Christie Lake Rd. from 2-3 Con..... | 1950 | 1952 | 0.75 | 0.75 | 290 " |
| 125—Drummond Twp.—Wayside—Tennyson..... | 1950 | 1952 | 0.5 | 0.5 | 220 " |
| 165—Lanark Twp.—Rosetta Rd..... | 1951 | .... | 3.4 | 5.65 | 8,765 " |
| 178—Darling Twp.—Brightside N.W. to Lavant..... | 1951 | .... | 0.3 | 0.3 | 1,850 " |
| 179—Torbolton Twp.—Fifth side road..... | 1951 | .... | 0.6 | 0.6 | 565 " |
| 193—Sherbrooke N. Twp.—Elphin—Snow Rd..... | 1952 | .... | 0.7 | 0.7 | 4,000 " |
| TOTAL..... | | | 33.65 | | 718,637 tons |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|--------------|
| Granular Base Laid No Grading Done | | | | | |
| 17—T.C.H.—Greens Creek easterly—1½ mi. W. of Rockland..... | 1952 | 1952 | 12.5 | 12.5 | 274,938 tons |
| 17—Ottawa city limits—easterly 2.5 mi..... | 1951 | 1952 | 1.9 | 2.5 | 22,800 " |
| 17—Ottawa city limits—easterly 2.5 mi..... | 1952 | 1952 | 2.5 | 2.5 | 44,856 " |
| 17—Finch—Monland 10.0 mi..... | 1952 | ..... | ..... | ..... | 98,900 " |
| 17—T.C.H.—Rockland—Wendover 10.6 mi. | 1952 | ..... | ..... | ..... | 62,000 " |
| TOTAL..... | | | 16.9 | 17.5 | 503,494 tons |

Gravelling Contracts Not Including Granular Base

| | | | | | |
|--|------|-------|-------|-------|-------------|
| Vicinity Carleton Place (4,500 tons crushed)..... | 1952 | ..... | ..... | ..... | 15,000 tons |
| DEVELOPMENT ROADS | | | | | |
| 84—Ramsay Twp.—Union Hall Rd..... | 1949 | 1952 | 1.0 | 1.0 | 1,340 " |
| 123—Bathurst Twp.—Christie Lake Rd..... | 1950 | 1952 | 0.75 | 0.75 | 2,300 " |
| 124—Elmsley N. Twp.—Pt. Elmsley-McCue. | 1950 | 1952 | ..... | 3.8 | 1,950 " |
| 125—Drummond Twp.—Tennyson—Wayside. | 1950 | 1952 | 8.0 | 9.1 | 21,750 " |
| 150—Matilda Twp.—Hainsville—Edwards- burg Boundary..... | 1951 | 1952 | 2.2 | 2.2 | 3,285 " |
| 179—Torbolton Twp.—Fifth side road..... | 1951 | ..... | 0.6 | 1.1 | 570 " |
| TOTAL..... | | | 12.55 | | 46,195 tons |

Bituminous Pavement Built

| | | | | | |
|---|------|------|------|------|-------------|
| 17—T.C.H.—Greens Creek easterly—1½ mi. W. of Rockland..... | 1951 | 1952 | 12.5 | 12.5 | 58,356 tons |
| 17—Ottawa city limits—easterly 2.5 mi..... | 1952 | 1952 | 2.5 | 2.5 | 12,750 " |
| TOTAL..... | | | 15.0 | | 71,106 tons |

Bituminous Resurfacing of Old Pavements

| | | | | | |
|---|------|-------|------|------|-------------|
| 17—Ottawa city limits—westerly 9.0 mi.... | 1951 | 1952 | 9.0 | 9.0 | 26,052 tons |
| 31—Williamsburg—Winchester 10.0 mi.... | 1952 | 1952 | 10.0 | 10.0 | 23,472 " |
| DEVELOPMENT ROADS | | | | | |
| Winchester—Rose Haven..... | 1951 | 1952 | 1.5 | 4.5 | 1,585 " |
| Alexandria easterly 4.7 mi..... | 1951 | ..... | 1.3 | 3.0 | 1,101 " |
| TOTAL..... | | | 21.8 | 26.5 | 52,110 tons |

Bituminous Prime on Gravel Surfaces

| | | | | | |
|----------------------------------|------|------|------|------|--|
| 43—Finch—Monkland..... | 1952 | 1952 | 9.0 | 9.0 | |
| 43—Apple Hill—Alexandria..... | 1952 | 1952 | 8.5 | 8.5 | |
| SECONDARY ROADS | | | | | |
| 621—Burnstown—Black Donald..... | 1952 | 1952 | 20.0 | 20.0 | |
| 622—Brightside to Calabogie..... | 1952 | 1952 | 16.5 | 16.5 | |
| TOTAL..... | | | 54.0 | 54.0 | |

Table Showing Totals Covering Work Done on Division 9

| | | |
|---|-------|-------|
| Number of bridges built..... | 1 | |
| Calcium dust layer on gravel surfaces..... | 887 | tons |
| Calcium used for de-icing roads..... | 300 | tons |
| Salt used for de-icing roads..... | 8,150 | tons |
| Right-of-way fences erected..... | 31.3 | miles |
| Snow fences erected, dismantled and stored..... | 155.1 | miles |
| Sand for winter maintenance..... | 200 | tons |
| Roads snow-plowed and kept open..... | 576 | miles |
| Equipment storage houses erected..... | 19 | |
| Maintenance of roadside picnic places..... | 45 | |
| Maintenance of tables and benches in roadside places..... | 99 | |
| Maintenance of tables and benches in off-road parks..... | 34 | |
| Maintenance of off-road areas..... | 8 | acres |
| Maintenance of snow hedges planted to date..... | 3.9 | miles |
| Routine maintenance on King's Highways..... | 520 | miles |
| Routine maintenance on secondary roads..... | 43 | miles |
| Development roads built..... | 10.6 | miles |

DIVISION NO. 10 — BANCROFT**Construction**

During 1952 all construction was done under 10 contracts, 7 which carried over from 1950 and 1951. The handrails were completed on a 40 ft. concrete rigid frame bridge on Highway No. 60 in Algonquin Park, over North Branch Creek. On Highway No. 62, 2.5 miles east and 3.6 miles south of Maynooth, grading was completed and mulch pavement laid by division forces. On Development Road No. 14, Pembroke to Eganville. Handrail was completed and approaches to bridge completed and mulched by division forces. On Highway No. 62, 1½ miles south of Barrys Bay, grading was completed and mulch pavement laid. On Highway No. 28, north of Burleigh Falls, grading was completed and mulch pavement laid by division forces. North of Bancroft on Highway No. 62, grading completed and mulch pavement laid by division forces. Grading between Kelly's Corners and Eganville Dev. Road No. 51. Grading completed and mulch pavement laid by division forces. On Highway No. 41, Kilpecker Creek a 20' x 5' x 110' concrete culvert was built to eliminate a narrow bridge with poor alignment to approaches, ¼ mile of grading. On Highway No. 28, 6.2 miles north Burleigh Falls to 11.8 miles north, grading completed except for trimming and ¼ mile on south end. Granular "A" over completed portion. Culverts completed. A laminated deck, timber pile bridge 156' long was built over Eel's Creek. On Highway No. 28, Bancroft 7 miles west approximately 1 mile grading roughed out and culverts completed.



Highway No. 62 diversion at L'Amable Lake

Maintenance

Mulch pavement was laid under maintenance for a total mileage of approximately 72 miles on various roads.

Prime dust layer was applied to 175 miles throughout the division.

13 miles of surface treatment carried out on Highway No. 62 on surfaces which had been mulched the previous years.

Considerable work was done in eliminating frost boils on Highway No. 62 between Bancroft and Madoc and the vicinity of Barrys Bay. During the break-up the worst sections were marked and when conditions were suitable these were dug out and backfilled with proper material. On Highway No. 28 from Apsley north a distance of 21 miles the subgrade was levelled and approximately 150,000 cubic yards of granular was used in preparing the surface for mulching, which was done.

Minor repairs were carried out on the Combermere and Madawaska bridges. This work consisted of redecking and filling around abutments.

The piling and caps of Moore's Creek bridge, No. 216 Road, were very rotten and these were replaced with new bents and caps.

As the roads were only to be kept centre bare, no raw salt was used. However, approximately 3,000 tons were used in sanding operations. Owing to the very light snow fall the snow plows were used rarely but this increased the necessity of sanding.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|-----------------------|--------------|
| Grading and Culverts | | | | | |
| 28—Burleigh to 6.2 mi. north..... | 1951 | 1952 | 2.62 | | Completed |
| 28—6.2 mi. N. of Burleigh to 11.8 mi. N... | 1952 | .... | 5.15 | | Uncompleted |
| 28—Bancroft to 7 mi. W..... | 1952 | .... | 0.5 | | Uncompleted |
| 41—Kilpecker Creek..... | 1952 | 1952 | 0.25 | | Completed |
| 62—Bancroft to 8.39 mi. N..... | 1951 | 1952 | 4.7 | | Completed |
| 62—3.6 mi. S. Maynooth—2.5 mi. E. May- nooth..... | 1950 | 1952 | 1.64 | | Completed |
| 62—1.5 mi. S. to Barrys Bay..... | 1951 | 1952 | 1.0 | | |
| TOTAL..... | | | 15.86 | | |
| DEVELOPMENT ROADS | | | | | |
| 51—Eganville to Kelly's Inn..... | 1951 | 1952 | 1.5 | | |
| 67—Renfrew to Shamrock..... | 1952 | 1952 | 2.0 | | Day Labour |
| 86—Denbigh to Vennacher..... | 1952 | 1952 | 0.4 | | " " |
| 87—Ardoch to Clarendon Sta..... | 1952 | 1952 | 0.3 | | " " |
| 182—Schutt to Palmer Rapids..... | 1952 | 1952 | 1.5 | | " " |
| 186—Quadville to Foymount..... | 1952 | 1952 | 1.5 | | " " |
| TOTAL..... | | | 7.2 | | |
| Granular Base on New Grading | | | | | |
| 62—3.6 mi. S. Maynooth—2.5 mi. E. May- nooth..... | 1950 | 1952 | 1.64 | 1.64 | 53,500 tons |
| 62—Barrys Bay—1.5 mi. S..... | 1951 | 1952 | 1.00 | 1.00 | 6,100 " |
| 62—Bancroft—8.39 mi. N..... | 1951 | 1952 | 4.7 | 4.7 | 55,000 " |
| 28—Burleigh—Haultain..... | 1950 | 1952 | 2.62 | 2.62 | 145,000 " |
| 28—6.5 mi. N. Burleigh—11.8 mi. N..... | 1952 | .... | 5.15 | 5.15 | 35,300 " |
| 41—Kilpecker Creek..... | 1952 | 1952 | 0.25 | 0.25 | 1,500 " |
| TOTAL..... | | | 15.36 | 15.36 | 296,400 tons |
| DEVELOPMENT ROADS | | | | | |
| 51—Eganville to Kelly's Inn..... | 1950 | 1952 | | 1.5 | 30,000 tons |
| Granular Base No Grading Done | | | | | |
| 28—Apsley—21 mi. N..... | 1952 | 1952 | 21 | Total tons 223,335 | Day Labour |
| DEVELOPMENT ROADS | | | | | |
| 67—Renfrew—Shamrock..... | 1952 | 1952 | 2.0 | | |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|------------------------|
| Gravelling Contracts Not Including Granular Base | | | | | |
| 28—Apsley—21 mi. N..... | 1952 | 1952 | 21 | 40,000 | Windrowed for mulch |
| 60—Whitney—Barrys Bay..... | 1952 | 1952 | | 20,000 | Stockpiled |
| 60—Wilno—Deacon Bridge..... | 1952 | 1952 | | 25,000 | Stockpiled |
| 60—Golden Lake—County Rd..... | 1952 | 1952 | | 20,000 | Stockpiled |
| 62—17 mi. W. Pembroke—30 mi. W..... | 1951 | 1952 | | 10,610 | Stockpiled |
| 62—Combermere—15 mi. W..... | 1952 | 1952 | | 20,000 | Stockpiled |
| 62—3.6 mi. S. Maynooth—2.5 mi. E..... | 1950 | 1952 | 1.64 | 22,000 | Cont. 50—152 |
| 62—1.5 mi. S.—Barrys Bay..... | 1951 | 1952 | 1.0 | 6,000 | " 50—186 |
| 62—Bancroft—8.39 mi. N..... | 1951 | 1952 | 4.7 | 25,700 | " 51—44 |
| 28—Burleigh—6.2 mi. N..... | 1951 | 1952 | 2.62 | 25,000 | " 51—27 |
| 28—Bancroft—7 mi. W..... | 1952 | .... | 5.15 | 17,120 | " 52—29 |
| TOTAL..... | | | 36.11 | 231,430 | |
| SECONDARY ROADS | | | | | |
| 201—Bancroft—Hermon..... | 1952 | 1952 | | 20,000 | Stockpiled |
| 207—Killaloe—Brudenell..... | 1952 | 1952 | | 20,000 | Stockpiled |
| 214—Apsley—Lasswade..... | 1952 | 1952 | | 20,000 | S.P. & P.O.R. |
| TOTAL..... | | | | 60,000 | |
| DEVELOPMENT ROADS | | | | | |
| 51—Eganville—Kelly's Inn..... | 1952 | 1952 | | 14,000 | Cont. 51—45 |
| Bituminous Cold Mix Surface (Road Mix Mulch) | | | | | |
| 28—Burleigh Falls—6.7 mi. N..... | 1952 | 1952 | 6.7 | 6.12 | Day Labor |
| 28—Apsley—21.25 mi. N..... | 1952 | 1952 | 21.25 | 21.53 | " " |
| 28—Village of Apsley..... | 1952 | 1952 | 0.4 | 0.4 | " " |
| 60—Wilno—Golden Lake (Intermittent)... | 1952 | 1952 | 5.05 | 5.05 | " " |
| 62—Bancroft—8.2 mi. N..... | 1952 | 1952 | 8.2 | 8.39 | " " |
| 62—4 mi. S. Maynooth—2.75 mi. E..... | 1952 | 1952 | 6.75 | 6.75 | " " |
| 62—Barrys Bay—1.5 mi. S..... | 1952 | 1952 | 1.5 | 1.5 | " " |
| SECONDARY ROADS | | | | | |
| 208—Eganville—Cormac..... | 1952 | 1952 | 12.8 | 12.8 | " " |
| DEVELOPMENT ROADS | | | | | |
| 51—Eganville—Douglas..... | 1952 | 1952 | 9.8 | 9.8 | " " |
| TOTAL..... | | | 72.45 | | |
| Bituminous Surface Treatment | | | | | |
| 62—7.38 mi. N. Madoc—12 mi. N..... | 1952 | 1952 | 4.62 | 4.62 | |
| 62—Bancroft—7.32 mi. S..... | 1952 | 1952 | 7.32 | 7.32 | |
| 62—9 mi. N. Bancroft—10.92 mi. N..... | 1952 | 1952 | 1.92 | 1.92 | |
| TOTAL..... | | | 13.86 | | |
| Bituminous Prime on Gravel Surfaces | | | | | |
| 28—Burleigh—Bancroft..... | 1952 | 1952 | 46.0 | 46.0 | |
| 60—Wilno—Golden Lake..... | 1952 | 1952 | 5.0 | 5.0 | |
| 62—Bancroft—Maynooth..... | 1952 | 1952 | 15.0 | 15.0 | |
| 62—Round Lake—11.5 mi. N..... | 1952 | 1952 | 11.5 | 11.5 | |
| 62—Barrys Bay—1.5 mi. S..... | 1952 | 1952 | 1.5 | 1.5 | |
| TOTAL..... | | | 79.0 | 79.0 | |
| SECONDARY ROADS | | | | | |
| 203—Maynooth—Lake St. Peter..... | 1952 | 1952 | 8 | 8 | |
| 205—Combermere—Quadeville..... | 1952 | 1952 | 17 | 17 | |
| 206—Killaloe—Round Lake..... | 1952 | 1952 | 12 | 12 | |
| 207—Killaloe—Brudenell..... | 1952 | 1952 | 9 | 9 | |
| 208—Eganville—Cormac..... | 1952 | 1952 | 13 | 13 | |
| 209—Dacre—Hyndford..... | 1952 | 1952 | 9 | 9 | |
| 215—Bancroft—Haliburton Boundary..... | 1952 | 1952 | 11 | 11 | |
| 217—Whitney—Lake St. Peter..... | 1952 | 1952 | 18 | 18 | |
| TOTAL..... | | | 97 | 97 | |
| DEVELOPMENT ROADS | | | | | |
| 51—Eganville—Douglas..... | 1952 | 1952 | 10 | 10 | |

Crushed Gravel and Stone on Roads by Department Forces

| | |
|---------------------------------------|--------------------|
| 28—Burleigh Falls—Bancroft..... | 5,600 tons |
| 60—Wilno—Deacon Bridge..... | 2,100 " |
| 62—Bancroft—Barrys Bay..... | 3,400 " |
| TOTAL..... | 11,100 tons |
| SECONDARY ROADS | |
| 201—Bancroft—Hermon..... | 1,500 tons |
| 203—Maynooth—Lake St. Peter..... | 500 " |
| 206—Killaloe—Round Lake..... | 1,000 " |
| 211—Cloyne—Plevna..... | 2,500 " |
| 215—Bancroft—Haliburton Boundary..... | 800 " |
| 217—Whitney—Lake St. Peter..... | 300 " |
| TOTAL..... | 6,600 tons |

Table Showing Totals Covering Work Done on Division No. 10

| | | |
|---|--------|-------|
| Number of bridges built..... | 2 | |
| Calcium dust layer on gravel surfaces..... | 650 | tons |
| Salt used for de-icing roads..... | 2,930 | tons |
| Right-of-way fences erected..... | 11.23 | miles |
| Snow fences erected, dismantled and stored..... | 20.0 | miles |
| Sand for winter maintenance..... | 30,000 | tons |
| Roads snow-plowed and kept open..... | 505.0 | miles |
| Equipment storage houses erected..... | 12 | |
| Total..... | | |
| No. added 1952..... | | 1 |
| Maintenance of roadside picnic places..... | 7 | |
| Maintenance of tables and benches in roadside places..... | 14 | |
| Total..... | | 101 |
| No. added 1952..... | | 35 |
| Maintenance of off-road areas..... | 80 | acres |
| Maintenance of snow hedges planted to date..... | 3.3 | miles |
| Routine maintenance on King's Highways..... | 333 | miles |
| Routine maintenance on secondary roads..... | 192 | miles |

DIVISION NO. 11 — HUNTSVILLE**Construction**

The 30 ft. high fill at Sharpe's Creek, Bracebridge (composed of vars clay placed in winter), was finally held by trenching along toe of slopes to a depth of 6 ft. and width of 10 ft. and filling with quarried rock.

With the above exception and the continued shortage of structural steel, no difficulties worth noting were encountered.

Maintenance

During the year, under revision five Brantford Anthony Sanders were added to the equipment of the Division and proved very satisfactory in keeping Highway No. 11 in a more satisfactory travelling condition.

These sanders being used also for salt, increased the speed of clearing the pavement.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|---------|
| Grading and Culverts | | | | | |
| 11—South Falls—High Falls..... | 1950 | 1952 | 1.40 | 6.80 | |
| 11—High Falls—10 mi. S. Huntsville..... | 1950 | 1952 | 3.60 | 7.60 | |
| 69—Bekanon north 6 mi..... | 1950 | 1952 | 1.10 | 6.00 | |
| 69—6 mi. N. of Bekanon—French River... | 1950 | 1952 | 1.07 | 5.25 | |
| 69—Magnetawan River—Still River..... | 1951 | 1952 | 1.40 | 2.80 | |
| 69—Gordon Bay—Hayes Corner..... | 1953 | .... | 0.30 | 0.30 | |
| 11—Novar—Scotia..... | 1953 | .... | 0.50 | 0.50 | |
| 11—Scotia—4.75 mi. N..... | 1953 | .... | 0.40 | 0.40 | |
| 35—Minden—north & south..... | 1952 | .... | 2.61 | 2.61 | |
| 60—Algonquin Park—West Gate..... | 1952 | 1952 | 0.20 | 0.20 | |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|--------------|
| SECONDARY ROADS | | | | | |
| Haliburton-Essonville-Tory Hill..... | 1950 | ..... | 3.85 | 6.85 | |
| McKellar-1.1 mi. southwesterly..... | 1952 | ..... | 0.30 | 0.30 | |
| Utterson-Rosseau Rd., (Watts Twp.).. | 1951 | ..... | 0.50 | 0.50 | |
| Hwy. 69-Still R. Bridge-Britt, Henvey Twp..... | 1952 | 1952 | 0.70 | 0.70 | |
| Hwy. 69-C.N.R. O'Head-Pakesley (Lost Channel Rd.)..... | 1952 | 1952 | 3.20 | 3.20 | |
| Hwy. 69-Pickerel Station (C.P.R.)... | 1951 | 1952 | 2.10 | 2.10 | |
| Pakesley Station (C.P.R.)-Spur..... | 1952 | 1952 | 0.10 | 0.10 | |
| DEVELOPMENT ROADS | | | | | |
| Lake of Bays Rd.-Brunel & Franklin.. | 1949 | .... | 2.0 | 5.0 | |
| Carnarvon Rd.-Stanhope, Dysart & Guilford..... | 1949 | 1952 | 1.0 | 15.0 | |
| Ingoldsby Rd.-Anson, Hindon & Minden..... | 1951 | .... | 1.0 | 1.8 | |
| Peninsula Rd.-Medora-Wood & Humphry..... | 1951 | ..... | 3.0 | 4.0 | |
| Delarge Diversion-Macaulay..... | 1952 | 1952 | 1.0 | 1.0 | |
| Turtle Lake Rd.-Christie..... | ..... | ..... | 1.0 | 1.0 | |
| Broadbent Rd.-McKellar..... | ..... | ..... | 1.0 | 1.0 | |
| Blackstone Rd.-Foley..... | ..... | ..... | 0.5 | 0.5 | |
| Melothian Rd.-Ryerson..... | ..... | ..... | 1.0 | 1.0 | |
| Eagle Lake Rd.-Machar & Strong.... | ..... | ..... | 2.0 | 2.0 | |
| Armour Lake Rd.-Armour..... | ..... | ..... | 0.5 | 0.5 | |
| Cedarcroft Rd.-Croft & Spence..... | ..... | ..... | 1.0 | 1.0 | |
| Sand Lake Rd.-Bethune & Proudfoot.. | ..... | ..... | 1.5 | 1.5 | |
| Burpee Rd.-Ferguson, McKenzie & Burpee..... | ..... | ..... | 1.0 | 1.0 | |
| Rye Rd.-Lount..... | ..... | ..... | 1.0 | 1.0 | |
| Nipissing Rd.-Monteith..... | ..... | ..... | 0.5 | 0.5 | |
| North Rd.-Laurier..... | ..... | ..... | 0.5 | 0.5 | |
| Britt Rd.-Wallbridge & Henvey..... | ..... | ..... | 0.5 | 0.5 | |
| Crane Lake Rd.-Conger..... | ..... | ..... | 0.5 | 0.5 | |
| TOTAL..... | | | 43.83 | | |
| Granular Base Laid on New Grading | | | | | |
| 11-New-Baysville Rd. northerly..... | 1951 | 1952 | 7.6 | 7.6 | 304,600 tons |
| 11-New-South Falls-Baysville Rd..... | 1951 | 1952 | 5.5 | 6.7 | 58,900 " |
| 69-Magnetawan River-Still River..... | 1952 | 1952 | 2.8 | 2.8 | 3,100 " |
| 69-Bekanon-6 mi. N..... | 1951 | 1952 | 1.7 | 6.0 | 58,000 " |
| 69-6 mi. N. of Bekanon-French River... | 1950 | 1952 | 2.0 | 5.3 | 50,000 " |
| 35-Minden north & south..... | 1952 | ..... | 2.6 | 2.6 | 15,000 " |
| 60-Algonquin Park-West Entrance..... | ..... | 1952 | 0.1 | 0.1 | 9,000 " |
| SECONDARY ROADS | | | | | |
| Haliburton-Essonville-Tory Hill..... | 1950 | ..... | 3.85 | 3.85 | 22,000 " |
| Utterson-Rosseau Rd. (Watts Twp.).. | ..... | 1952 | 0.50 | 0.50 | 2,000 " |
| DEVELOPMENT ROADS | | | | | |
| Lake of Bays Rd.-Brunel & Franklin.. | 1949 | ..... | 2.0 | 5.0 | 11,000 " |
| Carnarvon Rd.-Stanhope & Guilford.. | 1949 | 1952 | 1.0 | 15.0 | 42,000 " |
| Peninsula Rd.-Medora & Wood..... | 1951 | .... | 1.0 | 2.0 | 3,000 " |
| Ingoldsby Rd.-Anson, Hindon & Minden..... | 1951 | ..... | 1.0 | 1.8 | 4,500 " |
| Delarge Rd.-Macaulay..... | 1952 | 1952 | 1.0 | 1.0 | 3,000 " |
| Eagle Lake Rd.-Machar..... | ..... | ..... | ..... | ..... | 1,900 " |
| TOTAL..... | | | 32.65 | | 588,000 tons |
| Granular Base Laid No Grading Done | | | | | |
| 35-South Bdy. of Division-Carnarvon... | ..... | ..... | ..... | ..... | 1,400 tons |
| 60-West Gate-Algonquin Park..... | ..... | ..... | ..... | ..... | 500 " |
| SECONDARY ROADS | | | | | |
| Baysville-Dorset-Baysville Bridge.... | ..... | ..... | ..... | ..... | 276 " |
| TOTAL..... | | | | | 2,176 tons |



Highway No. 69 (Trans-Canada) south of French River—Grading operation



Temporary Bailey bridge over French River on Highway No. 69 (Trans-Canada)



Diversion at Sharpe's Creek on Highway No. 11



New entrance to Algonquin Park (west entrance) constructed jointly by the Department of Public Works and the Department of Highways

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|--------------|
| Gravelling Contracts Not Including Granular Base | | | | | |
| 35—Carnarvon—Minden & south..... | 1951 | 1952 | .... | 10.0 | 10,000 tons |
| SECONDARY ROADS | | | | | |
| Haliburton—Essonville..... | .... | 1952 | .... | 13.0 | 10,000 " |
| Kinmount—Highland Grove..... | .... | 1952 | .... | 45.0 | 30,000 " |
| Parry Sound (Hwy. 69) easterly 20 mi. | 1952 | 1952 | .... | 20.0 | 29,600 " |
| Parry Sound (Hwy. 69)—Sprucedale... | 1951 | 1952 | .... | 30.0 | 23,000 " |
| DEVELOPMENT ROADS | | | | | |
| Locklin—Gelert Rd.—Snowden Twp.... | 1952 | 1952 | .... | 15.0 | 10,000 " |
| TOTAL..... | | | | 133.0 | 112,600 tons |
| Bituminous Road Mix Mulch | | | | | |
| 69—Footes Bay—Portage Lake..... | .... | .... | 10.5 | 10.5 | |
| SECONDARY ROADS | | | | | |
| Haliburton—Eagle Lake..... | .... | .... | 1.0 | 1.0 | |
| Hwy. No. 69—Waubamick..... | .... | .... | 7.5 | 7.5 | |
| Kinmount—Irondale..... | .... | .... | 9.5 | 9.5 | |
| Sprucedale westerly..... | .... | .... | 1.0 | 1.0 | |
| TOTAL..... | | | 29.5 | | |
| Bituminous Resurfacing of Old Pavements | | | | | |
| 35—Minden north and south..... | .... | .... | 6.0 | 6.0 | |
| Bituminous Surface Treatment | | | | | |
| 11—New—Bracebridge northerly..... | .... | .... | 3.0 | 3.0 | |
| 11—Old—Bracebridge—Falkenburg..... | .... | .... | 2.0 | 2.0 | |
| 11—Old—In town of Gravenhurst..... | .... | .... | 2.0 | 2.0 | |
| 35—St. Nora's Lake—13 mi. south Minden. | .... | .... | 33.0 | 33.0 | |
| SECONDARY ROADS | | | | | |
| Minden—Haliburton..... | .... | .... | 1.5 | 1.5 | |
| Haliburton—Eagle Lake..... | .... | .... | 1.5 | 1.5 | |
| Cecebe Lake—Magnetawan..... | .... | .... | 6.0 | 6.0 | |
| TOTAL..... | | | 49.0 | | |
| Bituminous Prime on Gravel Surfaces | | | | | |
| 69—Nobel—Magnetawan..... | .... | .... | 39.0 | 39.0 | |
| 69—Still River—Bekanon..... | .... | .... | 4.0 | 4.0 | |
| 69—Glen Orchard—Hayes Corners..... | .... | .... | 20.0 | 20.0 | |
| 69—Glen Orchard—Hayes Corner..... | .... | .... | 19.7 | 19.7 | |
| Nobel—Magnetawan River..... | .... | .... | 37.3 | 37.3 | |
| SECONDARY ROADS | | | | | |
| Raymond—Hayes Corner (Hwy. 69)... | .... | .... | 25.2 | 25.2 | |
| McKellar—Magnetawan..... | .... | .... | 24.4 | 24.4 | |
| Spur—Sundridge—Magnetawan Rd. to | | | | | |
| Burks Falls—Parry Sound..... | .... | .... | 1.5 | 1.5 | |
| Hwy. No. 11—2 mi. W. Sprucedale..... | .... | .... | 10.0 | 10.0 | |
| Eagle Lake—Redstone Lake..... | .... | .... | 4.1 | 4.1 | |
| Haliburton—Essonville..... | .... | .... | 12.1 | 12.1 | |
| Irondale—Hastings County & Bdy. | | | | | |
| Haliburton..... | .... | .... | 38.0 | 38.0 | |
| TOTAL..... | | | 235.3 | | |
| Crushed Gravel and Stone on Roads by Dept. Forces | | | | | |
| 35—North & south Minden..... | | | | | 3,400 tons |
| SECONDARY ROADS | | | | | |
| Haliburton—Tory Hill..... | | | | | 4,500 tons |
| TOTAL..... | | | | | 7,900 tons |

Table Showing Totals Covering Work Done on Division No. 11

| | | |
|---|----------------|-------|
| Number of bridges built..... | 1 | |
| Calcium dust layer on gravel surfaces..... | 516 | tons |
| Salt used for de-icing roads..... | 5,338 | tons |
| Right-of-way fences erected..... | 19.6 | miles |
| Snow fences erected, dismantled and stored..... | 18.2 | miles |
| Sand for winter maintenance..... | 68,851 | tons |
| Roads snow-plowed and kept open..... | 308.5 | miles |
| Equipment storage houses erected..... | 21 | |
| | No. added 1952 | 2 |
| Maintenance of roadside picnic places..... | 27 | |
| Maintenance of tables and benches in roadside places..... | 30 | |
| Maintenance of tables and benches in off-road parks..... | 129 | |
| No. added 1952..... | 50 | |
| Maintenance of off-road areas..... | 42 | acres |
| Maintenance of snow hedges planted to date..... | 6.15 | miles |
| Snow hedges added 1952..... | 4.15 | miles |
| Routine maintenance on King's Highways..... | 293.1 | miles |
| Routine maintenance on secondary roads..... | 336.8 | miles |
| Development roads built..... | 20.5 | miles |
| Maintenance of scale houses..... | 2 | |

DIVISION NO. 13 — NORTH BAY**Construction**

Grading was completed on Highway No. 11, south of North Bay for a distance of 3.10 miles and on Highway No. 17, westerly from Pembroke for 3.64 miles. Grading was commenced on Highway No. 11 from the Ontario Northland Railway, northerly for 4.21 miles; also on the Airport Road for 2.00 miles. Bituminous hot-mix pavement was laid on Highway No. 11, north of North Bay from mileage 30.34 north to mileage 46.34—16 miles. 5.38 miles of mulch was laid on contracts; 17 creosoted timber culverts were built on contracts; also 5 concrete culverts. Construction was commenced on a concrete bridge and overhead at LaVasse River on Highway No. 11, which will eliminate a level railroad crossing. Three creosoted timber trestle bridges were completed; one south of Lavigne; and one at Commanda Creek, west of Commanda.

On secondary roads, 0.30 miles of grading at the east arm of Lake Nipissing on the Hagar-Noelville Road and also 39.00 miles of ditching on the Hagar-Rutter Road was completed. Ditching operations were commenced on Highway No. 63, from Redbridge to Big Fournier Creek 20 miles. During the year creosoted timber culverts and 5 large concrete culverts were built and extensions added to several existing culverts.

Maintenance

During the year 1952-53 general maintenance was carried out on 347 miles of King's Highways and 206 miles of secondary roads. Sections of Highways No. 11, 63 and 64 received bituminous prime treatment on gravel surfaces. Bituminous surface treatment was carried out in section of Highway No. 63. Road mix mulch was laid on considerable portions of secondary roads of Highway No. 63 and the decks of laminated creosoted bridges received a similar surface. Newly constructed grading south of North Bay on Highway No. 11 and on Highway No. 17 west of Pembroke were also covered with a road mix mulch surface.

Calcium was applied on Highways Nos. 11, 17, 63 and 64 and on six secondary roads during the winter. Calcium was also used on all roads for clearing ice from culverts. Several thousand tons of crushed gravel were placed on Highways Nos. 11, 17, 63, 64 and 94 and on six secondary roads. Stock piles were placed on secondary roads for use in 1953-54.

Something over $\frac{1}{2}$ mile of snow hedge was planted on Highway No 17, west of Verner. Flasher lights were installed at the Ontario Northland Railway Crossing on Highway No. 17, east entrance to North Bay.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|--------------------|
| Grading and Culverts | | | | | |
| 11C—LaVasse River to north—1.36 and Diversion south—1.03 | | | | | |
| 2.39 | 1951 | 1952 | 2.39 | 2.39 | |
| 11C—LaVasse—south—O.N.R. Crossing | 1952 | 1952 | 0.71 | 0.71 | |
| 11C—North Bay to Hwy. No. 11 north | 1952 | .... | 1.86 | 1.86 | Rough Graded |
| 17C—Pembroke westerly | 1951 | 1952 | 3.64 | 3.64 | C. 51-46 |
| North Bay By-Pass | | | | | C. 52-111 |
| 17C—Hwy. No. 11 north to Hwy. No. 17 west | 1952 | .... | .... | .... | Completed clearing |
| 63C—Redbridge to Big Fournier Creek | 1952 | .... | .... | .... | C. 52-53 |
| | | | | | Ditching only |
| TOTAL | | | 8.60 | 8.60 | 25% completed |
| Granular Base on New Grading | | | | | |
| 11C—Class "A" granular mileage 30.34 N. of North Bay to mile 46.34 | 1952 | 1952 | 16.00 | 16.00 | 49,612 tons |
| 11C—Class "A" granular LaVasse River north—1.36 and Diversion south—1.03 | | | | | |
| 2.39 | 1952 | 1952 | 2.39 | 2.39 | 10,025 " |
| 11C—LaVasse south | 1952 | 1952 | 0.71 | 0.71 | 4,000 " |
| 17C—Pembroke westerly | 1952 | 1952 | 3.64 | 3.64 | 15,882 " |
| TOTAL | | | 22.74 | 22.74 | 79,519 tons |
| Granular Base No Grading Done | | | | | |
| 11—Stockpiled 42 mi. N. of North Bay .. | 1952 | 1952 | .... | .... | 5,300 tons |
| 11—O. N. R. Crossing to Highway No. 11 (Stockpiled) | 1952 | 1952 | .... | .... | 11,000 " |
| TOTAL | | | | | 16,300 tons |
| SECONDARY ROADS Pit run | | | | | |
| Hagar to Rutter | 1952 | 1952 | 3.0 | 3.0 | 3,000 tons |
| Trout Creek to Loring | 1952 | 1952 | 4.0 | 4.0 | 3,000 " |
| TOTAL | | | 7.0 | | 6,000 tons |
| Gravelling Contracts Not Including Granular Base | | | | | |
| 11C—LaVasse north and 2 diversions | 1952 | 1952 | 2.39 | 2.39 | 5,400 tons |
| 11C—O.N.R. crossing to Hwy. No. 11— Stockpiled | 1952 | 1952 | .... | .... | 8,500 " |
| 17C—Pembroke westerly | 1952 | 1952 | 3.64 | 3.64 | 10,000 " |
| TOTAL | | | 7.89 | 7.89 | 23,900 tons |
| SECONDARY ROADS | | | | | |
| Field to River Valley | C.52-359 | 1952 | 1952 | 10.0 | 10,000 tons |
| Verner to West Arm Narrows | C.52-360 | 1952 | 1952 | 16.5 | 15,000 " |
| Hagar to Rutter | C.52-333 | 1952 | 1952 | 24.0 | 25,000 " |
| Hagar to Rutter | C.52-07 | 1952 | 1952 | 15.0 | 15,000 " |
| Powassan to Restoule | C.51-403 | 1952 | 1952 | 20.0 | 5,000 " |
| Trout Creek to Loring & Spur | C.52-334 | 1952 | 1952 | 43.0 | 28,000 " |
| Verner to West Arm Narrows | C.51-402 | 1952 | 1952 | 16.5 | 15,000 " |
| TOTAL | | | 145.0 | 145.0 | 113,000 tons |
| Bituminous Hot Mix Pavement | | | | | |
| 11C—N. of North Bay mile 30.34 to mile 46.34 | 1952 | 1952 | 16.00 | 16.00 | 38,049 tons |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------------------|-------------------------------|----------------|--------------|
| Bituminous Cold Mix Surface (Road Mix Mulch) | | | | | |
| 11C—South of LaVasse & Diversion..... | 1952 | 1952 | 1.74 | 1.74 | |
| 17C—Pembroke westerly..... | 1952 | 1952 | 3.64 | 3.64 | |
| M—Verner—East Town Entrance..... | 1952 | 1952 | 1.20 | 1.20 | |
| 17M—Mattawa east..... | 1952 | 1952 | 0.10 | 0.10 | |
| 63M—Feronia-Balsam Creek..... | 1952 | 1952 | 6.20 | 6.20 | |
| 63—Thorne south..... | 1952 | 1952 | 3.0 | 3.0 | |
| TOTAL..... | | | 15.88 | 15.88 | |
| Bituminous Surface Treatment | | | | | |
| 63—North Bay to Feronia..... | 1952 | 1952 | 7 | 7 | Day Labour |
| Bituminous Prime on Gravel Surfaces | | | | | |
| 11M—North of North Bay..... | 1952 | 1952 | 0.4 | 0.4 | Day Labour |
| 64M—Sturgeon Falls to Hwy. No. 11—N.... | 1952 | 1952 | 35.0 | 35.0 | Day Labour |
| 63M—Sections between North Bay and Big Fournier Creek..... | 1952 | 1952 | 1.9 | 1.9 | Day Labour |
| TOTAL..... | | | 37.3 | 37.3 | |
| Crushed Gravel and Stone on Roads by Dept. Forces | | | | | |
| Trout Creek—Temagami..... | | Shouldering etc..... | | | 1,921 tons |
| Pembroke—Hagar..... | | “ “..... | | | 13,583 “ |
| North Bay—Temiskaming..... | | “ “..... | | | 1,188 “ |
| Sturgeon Falls—Highway No. 11..... | | “ “..... | | | 2,037 “ |
| Callander—Highway No. 17..... | | “ “..... | | | 85 “ |
| TOTAL..... | | | | | 18,814 tons |
| SECONDARY ROADS | | | | | |
| Mattawa—LaCave..... | | Placed on gravel road..... | | | 265 tons |
| Bonfield Spur..... | | “ “ “ “..... | | | 12 “ |
| Airport Road..... | | “ “ “ “..... | | | 24 “ |
| Verner—Noelville..... | | “ “ “ “..... | | | 16,089 “ |
| Warren—River Valley..... | | “ “ “ “..... | | | 6,939 “ |
| Wolseley Bay—Bigwood..... | | “ “ “ “..... | | | 19,926 “ |
| Field—River Valley..... | | “ “ “ “..... | | | 3,740 “ |
| Powassan—Restoule Rd..... | | “ “ “ “..... | | | 3,033 “ |
| Trout Creek—Loring & Restoule..... | | “ “ “ “..... | | | 16,399 “ |
| TOTAL..... | | | | | 66,427 |
| Table Showing Totals Covering Work Done on Division No. 13 | | | | | |
| Number of bridges built..... | | | | | 3 |
| Calcium dust layer on gravel surfaces..... | | | 1,300.75 tons | | 252.07 miles |
| Calcium used for de-icing roads..... | | | 5.75 “ | | |
| Salt used for de-icing roads..... | | | 2,597.39 “ | | 369.82 “ |
| Right-of-way fences erected..... | | | | | 10.21 “ |
| Snow fences erected, dismantled and stored..... | | | | | 55.0 “ |
| Sand for winter maintenance..... | | | 41,150 “ | | |
| Roads snow plowed and kept open..... | | | | | 580 “ |
| Equipment storage houses erected..... | | | | Total No. | 10 |
| | | | | No. added 1952 | 1 |
| Shrubs received from other nurseries..... | | | | | 2,035 |
| Maintenance of roadside picnic places..... | | | | Total No. | 45 |
| | | | | No. added 1952 | 2 |
| Maintenance of tables and benches in roadside places..... | | | | Total No. | 52 |
| | | | | No. added 1952 | 4 |
| Maintenance of tables and benches in off-road places..... | | | | Total No. | 56 |
| | | | | No. added 1952 | 10 |
| Maintenance of off-road areas..... | | | | | 12 acres |
| Maintenance of snow hedges planted to date..... | | | | | 7.31 miles |
| Snow hedges added 1952..... | | | | | 0.58 “ |
| Routine maintenance on King's Highways..... | | | | | 347 “ |
| Routine maintenance on secondary roads..... | | | | | 206 “ |
| Maintenance of scale houses..... | | | | Total No. | 3 |
| Automatic protection at level railroad crossings: 1 installation consisting of 2 flashing lights..... | | | | | |

DIVISION NO. 14 — NEW LISKEARD**Construction**

The only difficulties encountered during construction was the maintenance of traffic where cuts were lowered and fills raised on existing roads and no detours were possible. However, with the co-operation of the contractor by barricading the portion being excavated or raised, using flagmen, and proper lighting at night, no undue inconvenience was caused the travelling public. No new types of equipment were used. In general all grading operations were of particular value as they replaced old grading of a much lower class of construction.

Grading and Culverts

Final trimming was completed on 13 miles of grading and culverts on Highway No. 11 from Kenogami north. This section was primed and surface treated. District of Temiskaming. 20 miles of grading and culverts was completed on Highway No. 11, Latchford to New Liskeard, District of Temiskaming. $\frac{1}{4}$ mile of grading and culverts were completed on Highway No. 65, 9 miles west of New Liskeard, District of Temiskaming.

Hot Mix Resurfacing

21 miles of hot mix resurfacing was completed on Highway No. 11, Latchford to New Liskeard, District of Temiskaming.

Mulching

7 miles of road mix mulch was laid from Wavell south Highway No. 11, District of Temiskaming.

Bridges

Work was started on Blanche River bridge at Judge, secondary road. Replacing rock-filled cribs with concrete piers. District of Temiskaming.

Maintenance

Weed spraying and brush control with chemicals were carried out on most roadsides in the Division with very satisfactory results. A 2-4-D 40% Ester was used, a higher acid concentration being used for brush control than for weed spraying.

Only two crushed gravel contracts were let for this Division, 15,000 tons being placed on the Thornloe, Earlton, McCool Road and 40,000 tons on the Gowganda Road. A last year's contract on the North Temiskaming Road was completed this year.

All priming, surface treating, and mulch was done by department forces. Primed surfaces were given a surface treatment of $\frac{5}{8}$ " crushed gravel, $\frac{3}{8}$ " chips were used on paved surfaces.

Flake calcium was used as dust layer on 44 miles of King's Highways and 132 miles of secondary roads.

Landscaping was carried out at three intersections on Highway No. 11. Eight stone fire-places were built at off-road parks and at roadside picnic places. Fourteen additional tables were set out at various places.

Picnic grounds and roadside parks were exceptionally well patronized by the public, and many complimentary remarks were found in the registers provided.

Early season de-icing of paved highways was carried out, but from late December on the roads were permitted to become snow-packed except for three short areas of heaviest traffic concentration. The snow-packed roads were kept in good driving condition by the use of serrated grader blades and the application of sand. Total snow fall was more than that of the last year or two, but a minimum of severe storms and high winds was experienced.



Junction of Highway No. 11 and Round Lake Cut-off



New bridge three miles north of Matheson on the Watabaeg River, Highway No. 11

During January a great increase in transport traffic on Highway No. 11 was noticed, and it was discovered that transcontinental vehicles which used to use the American route are now using the Canadian route. A spot count of 250 such vehicles in 24 hours has been made and reports are that this may be doubled by summer.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|--------------|
| Grading and Culverts | | | | | |
| 11—Kenogami to 13 mi. N..... | 1952 | 1952 | 13 | .... | Final trim |
| 11—Latchford to New Liskeard..... | 1951 | 1952 | 16 | .... |  |
| 65—New Liskeard to 9 mi. W..... | 1952 | 1952 | .25 | .... |  |
| DEVELOPMENT ROADS | | | | | |
| —Kerr Lake Rd., Coleman Twp..... | 1952 | 1952 | 6 | 6 | |
| Holtyre to Hwy. No. 101, Hislop Twp. | 1952 | 1952 | 5 | 5 | |
| Dack Twp..... | 1952 | 1952 | 1 | 1 | |
| TOTAL..... | | | | 41.25 | |
| Granular Base on New Grading | | | | | |
| 11—Latchford to New Liskeard..... | 1951 | 1952 | .... | 16 | 136,500 tons |
| Granular Base No Grading Done | | | | | |
| 101—Matheson to Johns Manville Rd..... | 1952 | 1952 | 10 | 10 | 42,000 " |
| SECONDARY ROADS | | | | | |
| 11—North Temiskaming to Quebec Bdy... | 1952 | 1952 | 14.5 | 14.5 | 59,000 " |
| TOTAL..... | | | 24.5 | | 101,000 tons |
| Gravelling Contracts Not Including Granular Base | | | | | |
| SECONDARY ROADS | | | | | |
| Thornloe—Earlton—McCool..... | 1952 | 1952 | 11 | 11 | 15,000 tons |
| Elk Lake—Gowganda..... | 1952 | 1952 | 28 | 28 | 40,000 " |
| DEVELOPMENT ROADS | | | | | |
| Kerr Lake Rd., Coleman Twp..... | 1952 | 1952 | 6 | 5 | 5,000 " |
| TOTAL..... | | | | 44 | 60,000 tons |
| Bituminous Cold Mix Surface (Cold Mix Mulch) | | | | | |
| 11—Wavell southerly..... | 1952 | 1952 | 7.5 | 7.5 | |
| 11—Matheson to Porquis..... | 1952 | 1952 | 20 | 20 | |
| 11—Porquis to Barber's Bay Rd..... | 1952 | 1952 | 9 | 9 | |
| TOTAL..... | | | | 36.5 | |
| Bituminous Resurface of Old Pavements | | | | | |
| 11—Latchford to New Liskeard..... | 1952 | 1952 | 21 | 21 | By Cont. |
| Bituminous Surface Treatment | | | | | |
| 11—Kenogami northerly..... | 1952 | 1952 | 12.5 | 12.5 | |
| 11—New Liskeard northerly 9 mi..... | 1952 | 1952 | 9 | 9 | |
| 65—Matachewan towards Elk Lake..... | 1952 | 1952 | 13 | 13 | |
| 66—Kirkland Lake to Quebec Bdy..... | 1952 | 1952 | 27 | 27 | |
| TOTAL..... | | | | 61.5 | |
| Bituminous Prime on Gravel Surfaces | | | | | |
| 11—Matheson to Porquis..... | 1952 | 1952 | 20 | 20 | |
| 11—Kenogami northerly..... | 1952 | 1952 | 12.5 | 12.5 | |
| TOTAL..... | | | | 32.5 | |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|------------|
| Calcium Dust Layer | | | | | |
| 65—New Liskeard to Elk Lake..... | 1952 | 1952 | 34 | 34 | 262 tons |
| 67—Connaught to Hwy. No. 101..... | 1952 | 1952 | 10 | 10 | 84 " |
| 101—Matheson to Johns Manville..... | 1952 | 1952 | 10 | 10 | 50 " |
| SECONDARY ROADS | | | | | |
| Haileybury to Montreal River..... | 1952 | 1952 | 18 | 18 | 108 " |
| North Cobalt to Silver Centre..... | 1952 | 1952 | 25 | 25 | 144 " |
| Hwy. No. 11 via Hilliardton to Hwy. No. 11 via Heaslip..... | 1952 | 1952 | 18 | 18 | 108 " |
| Hwy. No. 65 via McCool to Earleton.. | 1952 | 1952 | 11 | 11 | 102 " |
| Hwy. No. 11 via Englehart via Charl- ton to Hwy. No. 11 via Stoney Creek..... | 1952 | 1952 | 18 | 18 | 144 " |
| Hwy. No. 11 to Boston Creek..... | 1952 | 1952 | 5 | 5 | 30 " |
| Charlton to Elk Lake..... | 1952 | 1952 | 20 | 20 | 60 " |
| Shillington to Ansonville..... | 1952 | 1952 | 12 | 12 | 60 " |
| Ramore to Holtyre..... | 1952 | 1952 | 5 | 5 | 48 " |
| TOTAL..... | | | | 186 | 1,200 tons |

Crushed Gravel and Stone on Roads by Dept. Forces

| | |
|-----------------------------|------------|
| 65..... | 700 tons |
| 67..... | 100 " |
| 101..... | 150 " |
| SECONDARY ROADS | |
| Silver Centre | |
| Haileybury West | |
| North Rd..... | 800 tons |
| Charlton Rd..... | 500 " |
| Charlton—Elk Lake..... | 300 " |
| Boston Creek..... | 50 " |
| Sesekenika | |
| Holtyre..... | 300 " |
| Shillington—Ansonville..... | 200 " |
| Timmins West..... | 100 " |
| TOTAL..... | 3,200 tons |

Table Showing Totals Covering Work Done on Division No. 14

| | |
|---|-------------------|
| Number of bridges built..... | 1 |
| Calcium used for de-icing roads..... | 80 tons |
| Salt used for de-icing roads..... | 1,150 tons |
| Right-of-way fences erected..... | 3 miles |
| Snow fences erected, dismantled and stored..... | 107 miles |
| Sand for winter maintenance..... | 10,000 tons |
| Roads snow-plowed and kept open..... | 920 miles |
| Equipment storage houses erected..... | Total No. 11 |
| | No. added 1952 1 |
| Maintenance of roadside picnic places..... | Total No. 17 |
| Maintenance of tables and benches in roadside places..... | Total No. 28 |
| | No. added 1952 2 |
| Maintenance of tables and benches in off-road parks..... | Total No. 40 |
| | No. added 1952 14 |
| Maintenance of off-road areas..... | 13 acres |
| Maintenance of snow hedges planted to date..... | 7 miles |
| Routine maintenance on King's Highways..... | 376 miles |
| Routine maintenance on secondary roads..... | 322 miles |
| Development roads built..... | 12 miles |
| Maintenance of scale houses..... | Total No. 3 |

DIVISION NO. 16 — COCHRANE

Construction

There were no unusual difficulties encountered on our construction this year and no new type of equipment used.

The most important grading items consisted of the near completion of a contract on Highway No. 11 from Hunta westerly, and the near completion of a contract from Smooth Rock easterly. Both these projects included the laying of granular base.

Work started on a new grading contract between Smooth Rock Falls and Strickland.

Two short development roads were built to a granular base surface. At the Mattice Bridge the ice breakers were repaired.

Maintenance

Calcium chloride dust layer was applied early in May to retain moisture in road bed. During the season 377 miles of road were treated.

Bituminous material to invigorate seeding growth, and lessen erosion of embankment slopes, was used to advantage.

Road mix mulch was laid on 9 miles of Highway No. 11 in the Longlac area, and 3.4 miles on a secondary road.

Old pavements were resurfaced on 14.25 miles of King's Highways.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|--------------|
| Grading and Culverts | | | | | |
| 11—Hunta westerly "C" | 1950 | .... | 2 | 16 | 90% complete |
| 11—Smooth Rock Falls easterly "C" | 1951 | .... | 4 | 8.5 | 80% complete |
| 11—Smooth Rock Falls—Strickland "C" ... | 1952 | .... | 1 | 11.55 | 5% complete |
| DEVELOPMENT ROADS | | | | | |
| Calvert Twp.—Nellie Lake Sec. Rd.— Nellie Lake "C" | 1951 | 1952 | 2.4 | .... |  |
| Fauquier Twp.—Remi Lake—Hwy. No. 11 | 1952 | 1952 | 3.0 | .... |  |
| TOTAL | | | 12.4 | | |
| Granular Base Laid on New Grading | | | | | |
| 11—Hunta westerly "C" | 1950 | 1952 | .... | 2 | 15,000 tons |
| 11—Smooth Rock Falls easterly "C" | 1951 | .... | .... | 8 | 175,000 " |
| DEVELOPMENT ROADS | | | | | |
| Calvert Twp.—Nellie Lake Sec. Rd.— Nellie Lake "C" | 1951 | 1952 | .... | 2.4 | 1,500 " |
| Fauquier Twp.—Remi Lake—Hwy. No. 11 "C" | 1952 | 1952 | 3.0 | 3.0 | 3,000 " |
| TOTAL | | | | 15.4 | 194,500 tons |
| Granular Base Laid No Grading Done | | | | | |
| 11—Kapuskasig—Val Cote | 1952 | 1952 | .... | 46 | 39,483 " |
| Gravelling Contracts Not Including Granular Base | | | | | |
| 11—Harty—Val Cote | 1952 | 1952 | .... | 35 | 40,655 " |
| Bituminous Road Mix Mulch | | | | | |
| 11—Longlac easterly "M" road surface gravel at approx. 1,200 tons per mile | 1952 | 1952 | 9 | 9 | 10,800 " |
| SECONDARY ROADS | | | | | |
| Remi Lake Rd.—Moonbeam—Remi Lake "M" 3.4 (at 1,500 tons per mile) | 1952 | 1952 | 3.4 | 3.4 | 5,100 " |
| TOTAL | | | | 12.4 | 15,900 tons |



Department equipment working on Highway west of Judge

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|-----------------|---------------|
| Bituminous Resurfacing of Old Pavements | | | | | |
| 11—Cochrane southerly..... | 1952 | 1952 | .... | 12.25 | 14,700 tons |
| 67—Porquis—Iroquois Falls..... | 1952 | 1952 | .... | 2.0 | 2,400 " |
| TOTAL..... | | | | 14.25 | 17,100 tons |
| Calcium Dust Layer | | | | | |
| 11—Cochrane—Longlac..... | 1952 | 1952 | 309.0 | .... | 1,382.75 tons |
| SECONDARY ROADS | | | | | |
| Cochrane—Gardiner..... | 1952 | 1952 | 18.0 | .... | 13.1 |
| Cochrane—Norembega..... | 1952 | 1952 | 18.0 | .... | 12.5 |
| Hearst—Meade..... | 1952 | 1952 | 25.0 | .... | 13.85 |
| Hearst—Lac Ste. Therese..... | 1952 | 1952 | 7.5 | .... | 7.5 |
| TOTAL..... | | | 377.5 | 1,429.70 | 1,429.70 |
| Crushed Gravel and Stone on Roads by Dept. Forces | | | | | |
| 11—Cochrane—Longlac..... | | | | 10,806 cu. yds. | |
| SECONDARY ROADS | | | | | |
| Patrol No. 43—Cochrane—Gardiner..... | | | | 4,523 " | " |
| " " 44—Cochrane—Norembega..... | | | | 2,643 " | " |
| " " 48—Hearst—Meade..... | | | | 1,635 " | " |
| " " 46—Hearst—Lac Ste. Therese..... | | | | 601 " | " |
| | | | | 9,402 cu. yds. | |
| TOTAL..... | | | | 20,208 cu. yds. | 30,312 tons |

Table Showing Totals Covering Work Done on Division No. 16

| | | |
|---|-------------------|-------|
| Calcium dust layer on gravel surfaces..... | 1,429.7 | tons |
| Calcium used for de-icing roads..... | 268.3 | tons |
| Salt used for de-icing roads..... | 574.65 | tons |
| Right-of-way fences erected..... | 13.4 | miles |
| Snow fences erected, dismantled and stored..... | 43.1 | miles |
| Sand for winter maintenance..... | 10,980 | tons |
| Roads snow-plowed and kept open..... | 409.8 | miles |
| Equipment storage houses erected..... | 9 | |
| Maintenance of roadside picnic places..... | Total No. 17 | |
| | No. added 1952 4 | |
| Maintenance of tables and benches in roadside places..... | Total No. 26 | |
| | No. added 1952 12 | |
| Routine maintenance on King's Highways..... | 316 | miles |
| Routine maintenance on secondary roads..... | 79 | miles |
| Routine maintenance on development roads..... | 5.4 | miles |
| Development roads built..... | 5.4 | miles |
| Maintenance of scale houses..... | 2 | |

DIVISION NO. 17 — SUDBURY**Construction**

Grading consisted mainly of work of sections on the Trans-Canada Highway. One contract immediately west of Whitefish on Highway No. 17 was brought to completion. Adjoining this work to the west another contract was 90% completed. From French River north for 16 miles, 2 grading contracts totalling 16 miles were 70% complete. From Sudbury to 3.1 miles west was built to a special standard to carry a 40 ft. pavement between Sudbury and Copper Cliff, and a 22 ft. pavement west of Copper Cliff. Grading was completed and pavement started.

South of Sudbury and west of Copper Cliff 2 grading contracts were 50% completed. East from Vermilion River another grading project was 75% completed. A contract let during the year from 17 miles west of Whitefish westerly was only 50% complete at the close of the season. A start was also made on a 1952 contract south of Burwash.

On the secondary road from Sudbury to Murray Mine, a current grading contract was nearly completed including application of granular base.

Maintenance

Three very sharp turns north of South Baymouth on the Manitowaning Road were eliminated during the fall of 1952 by department forces. It is expected that accidents will be reduced as a result.

Mulch and new granular base built on disintegrated pavement again was a major road surface improvement for the travelling public. The new grade from West Bay to Kagawong is the best example. There has been no apparent frost action since the application of base.

The old 1907 steel truss bridge at Espanola collapsed in August 1952 and was replaced with a Bailey triple single. The Bailey bridge 250 feet long is very satisfactory as a temporary measure.

Salt concentrations in sand used to skid-proof gravel surfaces have proved to be useful in aiding consolidation of gravel surface in the spring. It shortens but intensifies the break-up period and then binds the surface after grading.



Highway No. 17 (Trans-Canada) west of Whitefish—New location



Highway No. 17 (Trans-Canada) west of Whitefish

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|---------------|
| Grading and Culverts | | | | | |
| 17—T.C.H.—Whitefish west 7½ mi..... | 1950 | 1952 | 1.0 | 7.5 | |
| 17— “ —7½ mi. W. of Whitefish— 9.37 mi. W..... | 1951 | ..... | ..... | 9.37 | 88% completed |
| 17— “ —Sudbury to Copper Cliff..... | 1951 | 1952 | 1.6 | 3.1 | |
| 17— “ —Vermilion River east 5.7 mi.. | 1951 | ..... | ..... | 5.7 | 63% completed |
| 17— “ —Copper Cliff W. 5.7 mi..... | 1952 | ..... | ..... | 5.7 | 25% completed |
| 17— “ —2 mi. W. Nairn—3 mi. E. of McKerrow..... | 1952 | ..... | ..... | 3.3 | 27% completed |
| 69— “ —French River N. 8 mi..... | 1951 | ..... | ..... | 8.0 | 63% completed |
| 69— “ —Delamere 4 mi. N. & 4 mi. south..... | 1951 | ..... | ..... | 8.0 | 75% completed |
| 69— “ —Sudbury S. 2 mi..... | 1951 | ..... | ..... | 2.0 | 43% completed |
| 69— “ —Murdock River Culvert..... | 1952 | 1952 | ..... | ..... |  |
| 69— “ —Estaire S. 8.9 mi..... | 1952 | ..... | ..... | 8.9 | 24% completed |
| SECONDARY ROADS | | | | | |
| Sudbury—Levack—Sudbury—Murray Mine..... | 1952 | ..... | ..... | ..... | 92% completed |
| TOTAL..... | | | 2.6 | | |
| Granular Base Laid on New Grading | | | | | |
| SECONDARY ROADS | | | | | |
| South Baymouth Rd.—3 diversions | | | | | |
| 1. Tehkummah Twp. Lots 29 & 30.... | 1952 | 1952 | 0.3 | 27,000 tons | |
| 2. “ “ Lot 29..... | 1952 | 1952 | 0.4 | | |
| 3. “ “ Lot 12..... | 1952 | 1952 | 0.6 | | |
| TOTAL..... | | | 1.3 | | |
| Granular Base Laid No Grading Done | | | | | |
| DEVELOPMENT ROADS | | | | | |
| Blezard Valley Blezard Twp. Lots 7-12..... | 1953 | 1953 | 3 | 3 | 70,000 tons |
| TOTAL..... | | | | | 126,000 tons |
| Gravelling Contracts Not Including Granular Base | | | | | |
| Bituminous Pavement Built | | | | | |
| 17—T.C.H.—Sudbury—Copper Cliff—1½ thick—35% complete..... | 1952 | ..... | 3.1 | 3.1 | 7,543 tons |
| Bituminous Road Mix Mulch | | | | | |
| SECONDARY ROADS | | | | | |
| Falconbridge Rd. (Hwy. 17)—Falcon- bridge..... | 1952 | 1952 | 4.66 | 4.66 | 8 sections |
| Capreol Rd.—Sudbury to Hanmer..... | 1952 | 1952 | 5.01 | 5.01 | 4 sections |
| Manitoulin Is.—West Bay—Kagawong West..... | 1952 | 1952 | 10.50 | 10.50 | Continuous |
| Manitoulin Is.—in Mindemoya..... | 1952 | 1952 | 0.20 | 0.20 | Continuous |
| TOWNSHIP ROADS | | | | | |
| Neelon & McKim Twps.—Capreol Rd.— Falconbridge Rd..... | 1952 | 1952 | 3.27 | ..... | Continuous |
| Billings Twp.—Kagawong Village..... | 1952 | 1952 | 0.60 | ..... | Continuous |
| (All by Day Labour)..... | ..... | ..... | ..... | 3.87 | |
| TOTAL..... | | | 24.24 | 24.24 | |
| Bituminous Surface Treatment | | | | | |
| 68—Little Current N. 11 mi..... | 1952 | 1952 | 11 | 11 | |
| SECONDARY ROADS | | | | | |
| Skead Rd.—Bailey's Cor. to Skead.... | 1952 | 1952 | 7 | ..... |  |
| TOTAL..... | | | 18 | | |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|---------|
| Bituminous Prime on Gravel Surfaces | | | | | |
| 69—Sudbury—Estaire | 1952 | 1952 | 19 | 19 | |
| 17—Whitefish—3 mi. E. of McKerrow | 1952 | 1952 | 21 | 21 | |
| 68—Espanola—Swift Current north | 1952 | 1952 | 25 | 25 | |
| SECONDARY ROADS | | | | | |
| Skead Rd.—Falconbridge Rd.—Bailey's Cor. | 1952 | 1952 | 3.6 | 3.6 | |
| Levack Rd.—Larchwood—Levack | 1952 | 1952 | 12 | 12 | |
| Penage Rd.—Whitefish—Penage | 1952 | 1952 | 9 | 9 | |
| Falconbridge Rd.—Hwy. 17—Falcon- bridge | 1952 | 1952 | 4.66 | 4.66 | |
| Capreol Rd.—Sidbiru—Hanmer W. | 1952 | 1952 | 5.01 | 5.01 | |
| Bailey Cross-Cut—Hanmer—Bailey's Cor. | 1952 | 1952 | 6 | 6 | |
| Manitoulin Is.—Sheguiandah—South Baymouth | 1952 | 1952 | 36 | 36 | |
| Manitoulin Is.—West Bay—Kagawong " " —Tehkummah—Provi- dence Bay & Spring Bay | 1952 | 1952 | 11 | 11 | |
| Manitoulin Is.—Mindemoya—West Bay | 1952 | 1952 | 28.8 | 28.8 | |
| | | | 7.6 | 7.6 | |
| TOTAL | | | | 188.67 | |

Table Showing Totals Covering Work Done on Division No. 17

| | | |
|---|--------|-------|
| Number of bridges built | 3 | |
| Calcium dust layer on gravel surfaces—on 281.17 miles | 936 | tons |
| Salt used for de-icing roads | 3,145 | tons |
| Right-of-way fences erected | 12.0 | miles |
| Snow fences erected, dismantled and stored | 76.7 | miles |
| Sand for winter maintenance | 24,000 | tons |
| Roads snow-plowed and kept open (Township) | 167.95 | miles |
| (Hwy. & Sec.) | 468.2 | miles |
| Equipment storage houses erected | 7 | |
| Maintenance of roadside picnic places | 5 | |
| Maintenance of tables and benches in roadside places | 19 | |
| Maintenance of tables and benches in off-road parks | 78 | |
| Maintenance of off-road areas (3 parks) | 327.2 | acres |
| Routine maintenance on King's Highways | 134.7 | miles |
| Routine maintenance on secondary roads | 333.5 | miles |
| Development roads built (3 roads) | 20.5 | miles |
| Mining roads built | 6 | miles |
| Maintenance of scale houses | 1 | |
| Automatic protection at level railroad crossings—three installations consisting of 2 flashing lights each. | | |

DIVISION NO. 18 — BLIND RIVER**Construction**

Grading was completed between Massey and Webbwood. Two overhead crossings of the C.P.R. were completed at Webbwood and Walford, a level crossing being eliminated in each case. A bridge was built over Birch Creek.

Grading completed on 12 miles south of Hinkler Lake and mulch laid. New motor driven ferry for the St. Joseph Island crossing was put in operation during December and should give good service.

Maintenance

A 2-4-5 chemical was used this year for brush killing and so far, the results were quite satisfactory.

General routine summer and winter maintenance was maintained on all King's Highways and secondary roads.



The St. Joseph Islander which gives all year service between the island and the mainland



The St. Joseph Islander docking. Photograph shows adjustable dock to meet varying water levels.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|--------------------|
| Grading and Culverts | | | | | |
| 17—Webbwood E.—Massey | 1950 | 1952 | 6.37 | | T.C. standard |
| 17—Cutler E. & W. | 1952 | | 4 | | " " |
| 17—Algoma E. & W. | 1951 | 1952 | 2 | | " " |
| Thess-Chapleau Rd.—Hinkler L. south | 1950 | 1952 | 2.0 | | " " |
| SECONDARY ROADS | | | | | |
| Sauble Rd.—Massey north | 1952 | 1952 | 4.0 | | Rebuilding old rd. |
| DEVELOPMENT ROADS | | | | | |
| Sylvan Valley—Aberdeen Twp. | 1950 | 1952 | 0.5 | | |
| Gordon Lake—Johnson Twp. | 1952 | 1952 | 1.0 | | |
| Cloudslee—Thessalon Twp. | 1952 | 1952 | 2.5 | | |
| TOTAL | | | 20.37 | | |
| Granular Base Laid on New Grading | | | | | |
| 17—Webbwood—Massey | 1951 | 1952 | 4.37 | 11.4 | |
| 17—Cutler E. & W. | 1952 | | 4.0 | 4.8 | |
| 17—Algoma E. & W. | 1951 | 1952 | 2.47 | 4.5 | |
| Thess-Chapleau Rd.—Hinkler Lake S. | 1951 | 1952 | 1.4 | 12.0 | |
| TOTAL | | | 12.24 | 32.7 | |
| Granular Base Laid No Grading Done | | | | | |
| Thessalon-Chapleau—Chapleau S. | 1952 | 1952 | 10 | | 42,000 tons |
| Gravelling Contracts Not Including Granular Base | | | | | |
| 17—Sault Ste. Marie—Batchawana | 1952 | 1952 | 30 | | 42,000 tons |
| 1—Thessalon-Chapleau—Chapleau S. | 1952 | 1952 | 20 | | 45,000 " |
| SECONDARY ROADS | | | | | |
| Gros Cap—Sault Ste. Marie—Gros Cap. | 1952 | 1952 | 10 | | 5,000 " |
| Humbug Ferry Rd. (Hwy. 17)—Ferry. | 1951 | 1952 | 2 | | 3,500 " |
| TOTAL | | | 62 | | 95,500 tons |
| Bituminous Road Mix Mulch | | | | | |
| Thess-Chapleau Rd.—Hinkler Lake S.. | 1952 | 1952 | 11.4 | 11.4 | |
| 17—Sault Ste. Marie—Hayden | 1952 | 1952 | 6 | 6 | |
| 17—Mamainse—Mica Bay | 1952 | 1952 | 8 | 8 | |
| Parkinson—Trough Iron Bridge. | 1952 | 1952 | 1 | 1 | |
| TOTAL | | | 26.4 | 26.4 | |
| Bituminous Surface Treatment | | | | | |
| 17—Bruce Mines—Portlock | 1952 | 1952 | 6 | 6 | |
| 17—Pancake River—Mica Bay | 1952 | 1952 | 15 | 15 | |
| 17—Sault Ste. Marie—Hayden | 1952 | 1952 | 6 | 6 | |
| TOTAL | | | 27 | 27 | |
| Bituminous Prime on Gravel Surfaces | | | | | |
| Thessalon-Chapleau—Cumming Lake.. | 1952 | 1952 | 25 | 25 | |
| Crushed Gravel and Stone on Roads by Dept. Forces | | | | | |
| 17—Sault Ste. Marie—Heyden | | | | | 1,000 tons |
| Chapleau—Chapleau S. | | | | | 1,000 " |
| SECONDARY ROADS | | | | | |
| Various | | | | | 8,000 " |
| TOTAL | | | | | 10,000 tons |
| Table Showing Totals Covering Work Done on Division No. 18 | | | | | |
| Number of bridges built | | | | 4 | |
| Calcium dust layer on gravel surfaces | | | | 370 tons | |
| Calcium for consolidation during construction | | | | 1,020 tons | |
| Salt used for de-icing roads | | | | 1,195 tons | |
| Right-of-way fences erected | | | | 4 miles | |

| | |
|---|------------|
| Snow fences erected, dismantled and stored..... | 44 |
| Sand for winter maintenance..... | 7,000 tons |
| Roads snow-plowed and kept open | 590 miles |
| Equipment storage houses erected | 8 |
| Shrubs received from D.H.O. nursery at Midhurst..... | 10,000 |
| Maintenance of roadside picnic places..... | 14 |
| Maintenance of tables and benches in roadside places..... | 22 |
| Maintenance of tables and benches in off-road parks..... | 27 |
| Maintenance of off-road areas..... | 162 acres |
| Routine maintenance on King's Highways..... | 269 miles |
| Routine maintenance on secondary roads..... | 390 miles |
| Development roads built | 4 |
| Mining roads built..... | 5 |

DIVISION NO. 19 — FORT WILLIAM

Construction

T.C.H. grading and asphalt paving completed on two contracts, 22 mi. east of English River for a distance of 28 mi. This gives 50 mi. black top east of English River.

Asphalt paving was laid from Nipigon north for 42 miles, on Highway No 11. 20 miles of asphalt base and 10 miles of top laid on Highway No. 61.

T.C.H. Steele River to Little Pic River, six miles of very heavy construction completed, east of Little Pic five miles of very heavy construction also done.

T. C. H. Mink Creek to Neys, five miles of very heavy construction completed leaving approximately same distance to be done this year.

On the Atikokan Road, heavy rock work was encountered on all contracts. The most efficient equipment for short hauls, $1\frac{1}{2}$ cy. shovels and dumptrucks.



Inwood Park on Highway No. 17 west of Upsala

Quarrymasters were used on one contract successfully. In deep muskeg less settlement is evident after grade built, when muskeg is excavated 12 to 14 feet and then blasted rather than shallow excavation before blasting. In some cases where muskeg was excavated 4 to 6 feet and then blasted, up to 2½ lbs. of powder per yard of muskeg displaced was required to obtain proper settlement of fill.

Maintenance

During 1952, although the winter weather was less severe than we can normally expect in this section of the Province, the increased use of C.C. rocksalt for de-icing kept miles of paved surface bare which otherwise would have had a coating of 1 to 2 inches of ice, necessitating daily applications of treated sand to keep them reasonably safe for driving. If the roads can be kept bare until about the end of December, the advent of colder weather and drier snow, it considerably reduces the amount of salt needed to keep pavements bare.

The "Gradall" in use in this Division during the year proved to be the most useful piece of equipment for roadside ditching and replacing culverts on existing roads. In ditching it is particularly suitable for working near power and telephone lines without danger to the operator. Also, where the excavated material is suitable, the ditches can be trimmed and the shoulders built up in one operation.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|-------------|
| Grading and Culverts | | | | | |
| 17—T.C.H.—22 mi. east English River—36 mi. east English River..... | 1950 | 1953 | 5 | 14 | |
| 17—T.C.H.—36 mi. east English River—50 mi. east English River..... | 1950 | 1953 | 3 | 14 | |
| 17—T.C.H.—Steele River—Little Pic..... | 1950 | 1953 | 6 | 13 | |
| 17—T.C.H.—Little Pic—Angler..... | 1950 | 1953 | 5 | 17 | |
| SECONDARY ROADS | | | | | |
| Savant Lake—Pickle Crow..... | 1948 | 1953 | 15 | 90 | |
| Shebandowan—Atikokan..... | 1951 | .... | 40 | | |
| TOTAL..... | | | 74 | | |
| Granular Base Laid on New Grading | | | | | |
| 17—22 mi. east English River—36 mi. east English River..... | 1953 | 1953 | 7 | 14 | |
| 17—36 mi. east English River—50 mi. east English River..... | 1952 | 1953 | 7 | 14 | |
| 61—..... | 1953 | 1953 | 20 | 20 | |
| TOTAL..... | | | 34 | | |
| Granular Base Laid No Grading Done | | | | | |
| SECONDARY ROAD | | | | | |
| 61—Twin City Crossroad Rd.—Kam. River | 1952 | 1952 | 6 | | 60,593 tons |
| Gravelling Contracts Not Including Granular Base | | | | | |
| SECONDARY ROADS | | | | | |
| Marks Rd.—Jct. Hymers Rd.—Nolalu. | 1952 | 1952 | 11.6 | | 80,000 tons |
| Bituminous Pavement Built | | | | | |
| 17—T.C.H.—22 mi. east English River—50 mi. east English River..... | 1950 | 1952 | 28 | 28 | |
| 11—Nipigon—42 mi. north..... | 1952 | 1952 | 42 | 42 | |
| 61—Pine River—20 mi. north..... | 1952 | .... | 10 | 20 | |
| TOTAL..... | | | 80 | | |
| Bituminous Road Mix Mulch | | | | | |
| SECONDARY ROAD | | | | | |
| Twin City Crossroad—C.N.R. Cross- ing—Jct. Hwy. No. 61..... | 1952 | 1952 | 7 | 7 | |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|--|----------------|----------------|-------------------------------|----------------|---------|
| Bituminous Surface Treatment | | | | | |
| 17A—6 mi. west Port Arthur—Jct. Hwy. 17. | 1952 | 1952 | 15 | 15 | |
| SECONDARY ROADS | | | | | |
| Oliver Rd.—Murillo—Kakabeka | 1952 | 1952 | 6 | | |
| Hymers Rd.—Kakabeka—Jct. Silver | | | | | |
| Mtn. Rd. | 1952 | 1952 | 11 | | |
| Twin City Crossroad—C.N.R. Crossing | | | | | |
| —Jct. Hwy. 61 | 1952 | 1952 | 7 | | |
| TOTAL | | | 39 | | |
| Bituminous Prime on Gravel Surfaces | | | | | |
| 17—Selim—McLean's Creek | | | 2 | | |
| 17—6 mi. west Nipigon—3 mi. west Nipigon | | | 3 | | |
| 17—Red Rock—Ouimet | | | 23 | | |
| 17—Mokomon—Jct. 17A | | | 5 | | |
| 17—Sunshine—Poland | | | 38 | | |
| 17A—6 mi. west Port Arthur—Jct. 17 | | | 15 | 86 | |
| SECONDARY ROADS | | | | | |
| Dog Lake Rd.—Jct. 17A—Surprise L. | 1952 | 1952 | 12 | | |
| Hymers Rd.—Kakabeka—Jct. Silver | | | | | |
| Mtn. Rd. | 1952 | 1952 | 11 | | |
| Twin City Crossroad—C.N.R. Crossing | | | | | |
| Jct. 61 | 1952 | 1952 | 7 | 30 | |
| TOTAL | | | | 116 | |
| Crushed Gravel and Stone on Roads by Dept. Forces | | | | | |
| 17—Terrace Bay—Nipigon | | | 1,742 cu. yds. | | |
| 17—Red Rock—Ouimet | | | 2,714 " " | | |
| 17—Sunshine—Little Firesteel River | | | 5,754 " " | | |
| 11—Beardmore—Jellicoe | | | 1,540 " " | | |
| TOTAL | | | 11,750 cu. yds. | 17,625 tons | |
| SECONDARY ROADS | | | | | |
| Leitch Road | | | 72 cu. yds. | | |
| Silver Islet Road | | | 1,416 " " | | |
| Silver Mtn. Road | | | 1,012 " " | | |
| Dog Lake Road | | | 2,641 " " | | |
| Shebandowan Road | | | 640 " " | | |
| TOTAL | | | 5,781 cu. yds. | 8,671 tons | |
| Bridges Built | | | | | |
| 17—Little Pic River | 1953 | 1953 | | | Bailey |
| 17—Dead Horse Creek | 1952 | 1952 | | | |
| 17—Prairie River | 1952 | 1952 | | | |
| 17—Steel River | 1952 | 1953 | | | Bailey |
| 17—Selim Overhead | 1952 | 1952 | | | |
| 17—South Trout Creek | 1951 | 1952 | | | |
| 17—Oskondaga River | 1951 | 1952 | | | |
| 61—Slate River | 1952 | 1952 | | | |
| SECONDARY ROADS | | | | | |
| Atikokan Road | | | | | |
| Kabigan Creek | 1952 | 1952 | | | |
| Kashabowie River | 1952 | 1952 | | | Bailey |
| French River | 1953 | 1953 | | | Bailey |
| DEVELOPMENT ROAD | | | | | |
| Valley Road | | | | | |
| Pitch Creek | 1952 | 1952 | | | |
| TOTAL | | | 12 | | |

Table Showing Totals Covering Work Done on Division No. 19

| | | | |
|---|----------------|-------|--|
| Bridges built—on 243 miles..... | Total No. | 12 | |
| Calcium dust layer on gravel surfaces..... | 880 | tons | |
| Salt used for de-icing roads..... | 680 | tons | |
| Right-of-way fences erected..... | 27.3 | miles | |
| Snow fences erected, dismantled and stored..... | 52.9 | miles | |
| Roads snow-plowed and kept open..... | 684 | miles | |
| Equipment storage houses erected..... | 2 | | |
| Maintenance of roadside picnic places..... | 16 | | |
| Maintenance of tables and benches in roadside places..... | 137 | | |
| | No. added 1952 | 5 | |
| Maintenance of tables and benches in off-road parks..... | 185 | | |
| | No. added 1952 | 19 | |
| Maintenance of off-road areas..... | 230 | acres | |
| Maintenance of snow hedges planted to date..... | 5.26 | miles | |
| Snow hedges added 1952..... | 2.5 | miles | |
| Routine maintenance on King's Highways..... | 499.5 | miles | |
| Routine maintenance on secondary roads..... | 234.3 | miles | |
| Mining roads built..... | 15 | miles | |
| Maintenance of scale houses..... | 1 | | |

DIVISION NO. 20 — KENORA

Construction

The use of a push-type spreader for crushed granular "A" material proved very satisfactory on the whole, cutting down grader time and easing traffic control.

Reconstruction of Highway No. 17 to Trans-Canada standards was continued east and west of Dinorwic for a distance of 20 miles. On Highway No. 72 culverts and fills were constructed eliminating 2 old bridges with very steep approaches. On Highway No 70 and 71 granular base was placed in preparation for paving.

Maintenance

Used Kwik-Mix and portable drier for patching all paved and surface treated roads. This proved to be a very efficient method of patching. During the summer season M I P asphalt was used which proved quite suitable when used immediately. For early spring patching SC 3 asphalt was used which worked to advantage after being left all winter. Considerable work was done on the guide rail during the past season. Many miles of rustic guide rail which was very dangerous was all replaced with single cable guide rail.

Our winter maintenance organization was changed considerably in the '52-'53 season. On practically all patrols we stationed a grader and plow in the centre of the patrol, plus two hired sanding trucks with Lull Loader. This enabled the patrolmen to send a unit plus sand truck in both directions speeding up the whole process.

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total miles | Remarks |
|---|----------------|----------------|-------------------------------|----------------|---|
| Grading and Culverts | | | | | |
| 72—8 mi. N. Jct. Hwy. 17 & 72—9 mi. N... | 1952 | 1952 | 1 | 1 | Replacement of N-T bridge with concrete culvert |
| 17—Dinorwic—7 mi. east..... | 1950 | 1953 | 6 | 14 | |
| 17—Jackfish Lake—8½ mi. east..... | 1951 | 1953 | 6 | 8.5 | |
| SECONDARY ROADS | | | | | |
| Eagle River Rd. Jct. Hwy. 17—1½ mi. south..... | 1952 | 1952 | 1.5 | 1.5 | |
| TOTAL..... | | | 14.5 | | |

| Highway | Com- menced | Com- pleted | Miles completed in 1952 | Total tons | Remarks |
|---|----------------|----------------|-------------------------------|---------------|--|
| Granular Base on New Grading | | | | | |
| 72—8 mi. N. Jct. Hwy. 72 & 17—9 mi. N. | 1952 | 1952 | 1 | 20,000 | Incl. granular back-fill |
| 17—Jackfish Lake—8½ mi. east | 1952 | 1952 | 7 | 325,000 | |
| 17—Dinorwic—7 mi. east | 1952 | 1952 | 7 | 260,000 | |
| SECONDARY ROADS | | | | | |
| Eagle River Rd. Jct. Hwy. 17—1½ mi. south | 1952 | 1952 | 1.5 | 15,000 | |
| TOTAL | | | 16.5 | 620,000 | |
| Granular Base No Grading Done | | | | | |
| 105—Vermilion Bay—20 mi. north | 1952 | 1952 | 20 | 97,000 | |
| 71—Barwick—Rainy River | 1952 | 1952 | 8 | 72,000 | |
| 70—8 mi. N. Sioux Narrows—5 mi. S. Sioux Narrows | 1952 | 1952 | 13 | 100,000 | Cont. 52-52 |
| TOTAL | | | | 269,000 | |
| Gravelling Contracts Not Including Granular Base | | | | | |
| 17—Oxdrift—Longbow Corners | 1952 | .... |  | 16,000 | Not completed |
| 105—Red Lake—south 20 mi. | 1952 | 1952 | 9 | 25,000 | 7,500 tons on rd. |
| 17—English River—Raleigh Falls | 1952 | 1952 | | 18,000 | Not completed |
| 72—Patricia Corners—Hudson | 1952 | 1952 | | 15,000 | On road |
| SECONDARY ROADS | | | | | |
| Twp. of Dance—Devlin Rd. | 1952 | 1952 | 25 | 20,000 | 7,500 tons on rd. |
| Twp. of Dewart & Sifton—North Branch—Jct. Tovell & Dewart | 1952 | | 20 | 31,000 | 5,000 tons on rd. |
| TOTAL | | | 54 | 125,000 | |
| Bituminous Pavement Built | | | | | |
| | | | | Total Miles | |
| 70—Longbow Cor. Jct. Hwys. 17 & 70—11.4 mi. south | 1952 | 1953 | 11.4 | 11.4 | 15,000 tons |
| 17—Dinorwic—7 mi. east | 1952 | 1952 | 3.8 | 3.8 | 7,800 " |
| 17—Jackfish Lake—8½ mi. east | 1952 | 1953 | 5.7 | 5.7 | 12,700 " |
| TOTAL | | | | 20.9 | 35,500 tons |
| Bituminous Cold Mix Surface (Road Mix Mulch) | | | | | |
| 70—Jct. Hwy. 71 & 70—12 mi. north | 1952 | 1952 | 12 | 12 | |
| 71—Emo—Rainy River | 1952 | 1952 | 7.5 | 7.5 | Sections where grade had been reconstructed previously |
| 72—3 mi. south of Sioux Lookout—Sioux Lookout | 1952 | 1952 | .5 | .5 | Sections where mulch broken up previously |
| TOTAL | | | | 20.0 | |
| Bituminous Surface Treatment | | | | | |
| 17—Waldhof Corners—Oxdrift | 1952 | 1952 | 14.7 | 14.7 | |
| 17—1 mi. east Raleigh Falls—English River | 1952 | 1952 | 52.3 | 52.3 | |
| 71—Jct. Hwy. 71 & 70—7 mi. west | 1952 | 1952 | .7 | .7 | |
| TOTAL | | | 67.7 | 67.7 | |
| Bituminous Prime on Gravel Surfaces | | | | | |
| 17—Vermilion Bay—Longbow Corners | 1952 | 1952 | 5.5 | 5.5 | Where required |
| 17—Waldhof Corners—Oxdrift | 1952 | 1952 | 7.0 | 7.0 | " " |
| 17—Raleigh Falls—English River | 1952 | 1952 | 12.0 | 12.0 | " " |
| 70—Longbow Corners—20 mi. south | 1952 | 1952 | 17.0 | 17.0 | " " |
| TOTAL | | | 41.5 | 41.5 | |

Crushed Gravel and Stone on Roads by Dept. Forces

| Highway | 1952 Tons | Total Tons |
|--------------------------|--------------|---------------|
| 105—Crushed Gravel..... | 20,000 | 20,000 |
| 72— “ “ | 7,000 | 7,000 |
| 17— “ “ and Pit Run..... | 10,000 | 10,000 |
| 70— “ “ “ “ “ | 5,000 | 5,000 |
| 71— “ “ “ “ “ | 8,000 | 8,000 |
| TOTAL..... | 50,000 | 69,000 |

SECONDARY ROADS

| | 1952 Tons | Total Tons |
|---------------------------------------|--------------|---------------|
| River Road—Pit Run..... | 10,000 | 10,000 |
| Clearwater Road—Pit Run..... | 2,500 | 2,500 |
| Stratton—North Branch—Crushed..... | 6,000 | 6,000 |
| Pinewood—Minahico—Crushed..... | 6,000 | 6,000 |
| Sleeman—Morson Road—Crushed..... | 2,000 | 2,000 |
| Eton—Rugby Road—Pit Run..... | | 100 |
| Richan Road—Pit Run..... | | 500 |
| Rice Lake Loop—Pit Run..... | | 500 |
| Borups Crs.—Dyment—Pit Run..... | | 500 |
| Kenora—Redditt Road—Crushed..... | 500 | 500 |
| Kenora—Redditt—Crushed & Pit Run..... | 2,000 | 4,000 |
| Hwy. 17—Dryden—Pit Run..... | | 500 |
| TOTAL..... | 29,000 | 33,100 |

Table Showing Totals Covering Work Done on Division No. 20

| | | |
|---|-------------------|-------|
| Number of bridges built..... | 1 | |
| Calcium dust layer on gravel surfaces..... | 2,060 | tons |
| Calcium used for de-icing roads..... | 8 | tons |
| Salt used for de-icing roads..... | 1,500 | tons |
| Right-of-way fences erected..... | 19.21 | miles |
| Snow fences erected, dismantled and stored..... | 99.1 | miles |
| Sand (or cinders) for winter maintenance..... | 25,000 | tons |
| Roads snow-plowed and kept open..... | 898 | miles |
| Equipment storage houses erected..... | Total No. 17 | |
| | No. added 1952 2 | |
| Shrubs received from other nurseries..... | Total No. 1,000 | |
| Maintenance of roadside picnic places..... | Total No. 10 | |
| | No. added 1952 3 | |
| Maintenance of tables and benches in roadside places..... | Total No. 55 | |
| | No. added 1952 20 | |
| Maintenance of tables and benches in off-road parks..... | Total No. 71 | |
| | No. added 1952 15 | |
| Maintenance of off-road areas..... | 559.53 | acres |
| Maintenance of snow hedges planted to date..... | 4.83 | miles |
| Snow hedges added 1952..... | .18 | miles |
| Routine maintenance on King's Highways..... | 554.3 | miles |
| Routine maintenance on secondary roads..... | 346.6 | miles |
| Development roads built..... | 1.0 | miles |
| Maintenance of scale houses..... | Total No. 4 | |
| Automatic protection level railroad crossing: 1 installation consisting of 2 flashing lights. | | |

Report on Municipal Roads

J. M. MacInnes, Chief Municipal Engineer

The control and management of municipal road affairs is a function of the councils elected by the ratepayers of the organized municipalities, and of boards elected for the purpose in areas inadequately peopled for local municipal government but sufficiently settled to operate under the provisions of the Statute Labour Act. The development of roads in totally unorganized territory is the result of co-operation with Department forces of settler groups or individual effort.

During 1952 the services of the Municipal Roads Branch were in continuous application, through its 19 District organizations, in 1379* municipal and allied units throughout the Province.

The mileage of roads under these administrations at the close of 1952 was as follows:

| | MILES |
|--|-----------|
| County roads (including 956.79 miles of suburban roads)... | 9,419.52 |
| Township roads— | |
| (a) In organized counties | 41,424.88 |
| (b) In northern districts | 7,501.23 |
| Urban roads and streets (under local control)..... | 7,178.16 |
| Roads in municipally unorganized areas | 5,176.69 |
| TOTAL: | 70,700.48 |

EXPENDITURES, 1952

The municipal road expenditures during the period under review exceeded those of any previous calendar year. The totals approved for statutory subsidy were as follows:

| | |
|--|------------------|
| Country roads (including suburban roads) | \$ 17,373,344.83 |
| Township roads | 21,261,356.88 |
| Urban roads and streets | 15,898,102.64 |
| TOTAL SUBSIDIZED EXPENDITURE | \$ 54,532,804.35 |

On northern roads, not under municipal management but to which Department aid was applied, a recorded total of \$1,159,289.16 was expended. Of this amount the Department's share was \$830,260.77.

On development road projects, financed in full by the Department through the Municipal Roads Branch, and under agreement with the municipalities concerned, the outlay during the fiscal year was \$1,840,583.90.

*Thirty-seven counties (including 33 suburban road systems), 29 cities, 8 separated towns, 617 township units (including 27 Indian reserves, 2 Provincial parks and 16 improvement districts) 141 towns, 158 incorporated villages, 155 statute labour boards and 234 unorganized units.

SUBSIDIES, 1952

The subsidies paid by the Department to the treasurers of the organized municipalities were computed on the basis of percentages of the approved expenditures (see above). County organizations were paid the equivalent of 50% of the year's disbursements chargeable to roads and 80% of those chargeable to bridges and culverts. The rates of subsidy applicable to township, town and village expenditures corresponded with the aid to counties, with some increases in the case of townships relatively handicapped by geographical setting and paucity of population—factors limiting local financial ability. Cities and separated towns received aid at the rate of 33⅓% on all approved expenditures.

On 1952 disbursements the subsidies paid to the various rural and urban municipalities reached the following record total:

| | |
|--|-------------------------|
| County roads (including suburban roads)..... | \$ 9,276,797.84 |
| Township roads..... | 11,966,206.37 |
| Urban roads and streets..... | 5,946,052.04 |
| TOTAL SUBSIDY..... | \$ 27,189,056.25 |

Following established practice the payments of subsidy to organized municipalities were made in two installments—an interim contribution in early autumn, based on the volume of disbursements made to August 31st, and a final payment when a complete accounting of the year's road transactions was available. (By this method the municipal treasurer is furnished with funds with which to settle the bulk of outstanding accounts prior to the closing of his books on December 15th).

In the pages and appendices that follow appear summaries of the work accomplished by the municipalities in the course of the year; also tables showing the distribution of expenditures and other particulars pertaining to the road systems in their care.

COUNTY ROAD SYSTEMS**(Under Part II, The Highway Improvement Act)**

There are 37 county road organizations, representative of as many county councils, under whose capable care and supervision rests the serviceability of some 9,420 miles of road that possess an intermediary function as compared with the local service of township roads and the inter-city and trans-province travel facilities provided by the King's Highway network throughout Ontario.

Each group is under the jurisdiction of the county council as to mileage assumed and budgetary provision for upkeep and improvement. Each council appoints, by annual by-law, a county road committee for the purpose of deciding and directing the work to be done. The actual administration and management of the system are the responsibilities of a county road superintendent, who carries out the yearly programs of work assigned to him by the committee, with the approval of the council.

In the calendar year 1952 a total expenditure of \$17,373,344.83 was made by these county road organizations. The councils were reimbursed by Department subsidy to the amount of \$9,276,797.84. Details of mileages, classification of expenditures, types of road surfaces, etc., are set forth in Appendices, 5, 6, 7 and 9 of this report. For convenience the following summary is presented here:

| | Construction | Maintenance | Total |
|---|----------------|----------------|-----------------|
| Roads (winter control excepted) | \$6,238,575.54 | \$7,823,900.09 | \$14,062,475.63 |
| Bridges and culverts. | 1,581,166.64 | 385,918.09 | 1,967,084.73 |
| Winter control. . . . . | ..... | 1,343,784.47 | 1,343,784.47 |
| TOTAL APPROVED EXPENDITURE. | \$7,819,742.18 | \$9,553,602.65 | \$17,373,344.83 |

Indicative of the increase of traffic burdens to which county roads are being subjected, it is noted that their maintenance cost has risen to an average of over \$1,000 per mile, an increase of over 60% in the past 6 years.

Expenditure for construction of county roads increased by nearly \$1,000,000 and of bridges by \$400,000, indicating renewed effort towards rehabilitation to cope with increased truck and motor car usage.

Despite winter mildness the cost of snow and ice control increased slightly; this is an item, provision for which must be adequate to defend against winter severity of much greater degree than that which may subsequently occur. Fall erection and spring dismantling of snow fences, copious stocks of sand-salt abrasives, supply and arrangement of manned equipment involve costs relatively immune from weather fluctuations, but essential to minimum travel hazards.

Construction Items

| | |
|---|-------------|
| (1) New or rebuilt gravel and stone surfaces. | 252.3 miles |
| Low-cost bituminous surfaces. | 184.0 " |
| Pavements. | 68.2 " |
| COMPLETED ROAD CONSTRUCTION. | 504.5 miles |
| Graded to standard cross-section. | 227.6 miles |
| (2) Bridges (10-foot span and over): Concrete, 70; Steel, 8; Timber, 4; Total 82. | |
| Culverts (under 10 foot span): Concrete, 84; Metal Arch, 71; Timber, 3; Total 158 | |
| Pipe culverts installed. | 2,103 |

Maintenance Items

| | |
|--|------------------|
| (1) Roadside ditching. | 196 miles |
| Bituminous surface treatment. | 594 " |
| Dust prevention with oil. | 443 " |
| Dust prevention with calcium. | 3,041 " |
| Resurfacing: Pit-run gravel. | 201,291 cu. yds. |
| Crushed gravel. | 793,929 " " |
| Crushed stone. | 119,286 tons |
| (2) Snow Control: Mechanical equipment operations. | 9,148 miles |
| Snow fence protection. | 2,098 " |
| (3) Weed and Brush Control: by spraying. | 4,660 " |
| by cutting. | 4,463 " |
| (4) Repaired bridges, 195; repaired culverts, 634 | |

SUBURBAN ROADS

(Under Part III, The Highway Improvement Act)

In the area surrounding a city or a separated town, certain county roads that definitely serve urban as well as rural interests, although beyond urban corporation limits, are, by designation, placed in the care of a commission comprising both urban and rural representatives. While the mileage involved remains under the jurisdiction of the county council, the management of these suburban roads is by direction of this commission. Operations are the responsibility of the county

road superintendent, or of a qualified engineer separately employed by the commission.

| County | Suburban Road Commission | Mileage | Approved Expenditure | Government Subsidy |
|-----------------------------------|--------------------------|---------|----------------------|--------------------|
| Brant..... | Brantford..... | 30.00 | \$ 59,593.71 | \$ 31,087.89 |
| Carleton..... | Ottawa..... | 89.80 | 270,613.06 | 142,130.23 |
| Elgin..... | St. Thomas..... | 19.80 | 24,456.86 | 13,105.59 |
| Essex..... | Riverside..... | 4.00 | 8,600.72 | 5,012.39 |
| | Windsor..... | 41.00 | 114,486.93 | 61,622.47 |
| Frontenac..... | Kingston..... | 38.80 | 66,160.98 | 33,205.51 |
| Grey..... | Owen Sound..... | 35.00 | 34,317.85 | 17,339.97 |
| Hastings..... | Belleville..... | 6.20 | 18,259.20 | 9,415.00 |
| Kent..... | Chatham..... | 9.51 | 30,436.60 | 15,225.71 |
| Lambton..... | Sarnia..... | 14.35 | 44,852.06 | 22,426.03 |
| Lanark..... | Smiths Falls..... | 6.00 | 8,654.10 | 4,359.90 |
| Leeds & Grenville..... | Brockville..... | 11.90 | 15,577.95 | 8,793.94 |
| | Gananoque..... | 2.10 | 3,809.18 | 1,904.59 |
| | Prescott..... | 1.40 | 3,356.44 | 1,680.08 |
| | Smiths Falls..... | 2.60 | 5,118.05 | 2,598.21 |
| Lincoln..... | St. Catharines..... | 14.20 | 88,864.58 | 44,921.09 |
| Middlesex..... | London..... | 55.20 | 128,756.82 | 66,072.27 |
| Northumberland & Durham..... | Trenton..... | 12.70 | 16,295.21 | 8,207.56 |
| Ontario..... | Oshawa..... | 14.95 | 26,904.68 | 14,249.08 |
| Oxford..... | Ingersoll..... | 4.20 | 17,103.97 | 8,551.99 |
| | Woodstock..... | 6.00 | 12,940.37 | 6,470.19 |
| Perth..... | St. Mary's..... | 5.00 | 24,688.49 | 18,309.23 |
| | Stratford..... | 7.75 | 19,636.28 | 9,964.83 |
| Peterborough..... | Peterborough..... | 69.00 | 69,688.87 | 35,759.01 |
| Stormont, Dundas & Glengarry..... | Cornwall..... | 28.50 | 39,840.57 | 20,387.01 |
| Waterloo..... | Galt..... | 20.19 | 23,244.52 | 11,655.02 |
| | Kitchener..... | 44.42 | 71,316.28 | 35,801.09 |
| | Waterloo..... | 9.73 | 23,730.71 | 14,081.04 |
| Welland..... | Niagara Falls..... | 11.00 | 22,688.63 | 11,353.82 |
| | Welland..... | 7.00 | 12,772.37 | 6,467.89 |
| Wellington..... | Guelph..... | 32.50 | 34,722.99 | 17,424.50 |
| Wentworth..... | Hamilton..... | 51.45 | 151,490.69 | 77,527.47 |
| York..... | Toronto & York..... | 250.54 | 2,319,568.59 | 1,262,503.19 |
| TOTALS..... | | 956.79 | \$3,812,548.31 | \$2,039,613.79 |

Expenditures are subsidized by the Department at the established rates for roads and bridges, the balance being borne equally by county and city (or separated town).

There are 33 suburban road commissions functioning in the environs of the cities and separated towns of the Province. The accompanying table enumerates them, the mileage under the direction of each, their 1952 expenditures and the amount of Departmental aid accruing thereto.

TOWNSHIP ROADS

(Under Part IV, The Highway Improvement Act)

Township councils are responsible to their respective electorates for the year-round serviceability of a combined total of some 49,000 miles of rural roads. In problems of administration, engineering and accounting, they and their appointed officials are aided in their endeavours by representatives of the Municipal Roads Branch. However, the nature and extent of the work to be undertaken, and the amount to be expended thereon, are for the respective councils to determine and accomplish. Each council's program of operations is carried out under the supervision of a township road superintendent.

Total expenditure on roads in organized townships in 1952 at \$21,261,356.88 exceeded that of the previous year by \$2,486,651.61, the increase being almost equally divided between construction and maintenance, as indicated in the following recapitulation:

| | Construction | Maintenance | Total |
|---|-----------------------|------------------------|------------------------|
| Roads (winter control excepted) | \$3,606,062.61 | \$12,649,534.56 | \$16,255,597.17 |
| Bridges and culverts | 1,898,846.56 | 1,053,360.09 | 2,952,206.65 |
| Winter control | | 2,053,553.06 | 2,053,553.06 |
| TOTAL APPROVED EXPENDITURE . . . | \$5,504,909.17 | \$15,756,447.71 | \$21,261,356.88 |

The statutory subsidy paid on the above totalled \$11,966,206.37. Details of mileages, expenditures and subsidies, types of road surfaces, etc., are listed in Appendices 8 and 9.

The work accomplished by the township road organizations is summarized as follows:

Construction Items

| | |
|---|--------------------|
| (1) New or rebuilt gravel and stone surfaces | 267.8 miles |
| Low-cost bituminous surfaces | 81.8 " |
| Pavements | 19.0 " |
| COMPLETED ROAD CONSTRUCTION | 368.6 miles |
| Graded to standard cross-section | 901.6 " |
| (2) Bridges (10-foot span and over): Concrete; 151; Steel, 11; Timber, 67; Total 229. | |
| Culverts (under 10-foot span): Concrete, 213; Metal Arch, 180; Timber, 288; Total 681. | |
| Pipe culverts installed | 5,017 |

Maintenance Items

| | |
|---|--------------------|
| (1) Roadside ditching | 1,930.4 miles |
| Bituminous surface treatment | 291.0 " |
| Dust prevention with oil | 1,230.5 " |
| Dust prevention with calcium | 2,451.7 " |
| Clay-gravel stabilization | 58.7 " |
| Resurfacing: Pit-run gravel | 1,667,066 cu. yds. |
| Crushed gravel | 2,139,187 " " |
| Crushed stone | 687,186 tons |
| (2) Snow control: Mechanical equipment operations | 35,024 miles |
| Snow fence protection | 2,361 " |
| (3) Weed and Brush Control: by spraying | 8,617 " |
| by cutting | 12,312 " |
| (4) Repaired bridges, 1,200; repaired culverts, 7,593 | |

ROADS IN TERRITORY WITHOUT MUNICIPAL ORGANIZATION (Under Part V, The Highway Improvement Act)

Apart from the 617 incorporated township units receiving statutory aid under Part IV of the Act, more than 2,000 northern townships, wholly or partly subdivided by survey into lots and concessions, remain without form of municipal government. Many of them are as yet uninhabited, but in others purposeful activities continue to expand and to persevere, largely by co-operative effort, toward community status; while persistent invasion of out-lying areas augments the necessity for local road development.

In settlements where a sufficient number of resident land-holders have, by virtue of the Statute Labour Act, elected road commissions to form a board empowered by the Act to apply the proceeds of a statute labour levy to the up-keep and improvement of the community's roads, the dollar value of the levy, whether performed or commuted, is supplemented by Departmental aid in equal

amount. As for bridges and culverts the percentage of cost borne by the Department is normally 80%. In some instances of evident inability on the part of the statute labour board to share in the cost of an obviously essential structure the Department has assumed the entire cost.

Where there is not a sufficient number of residents in a given area to validate the establishment of a statute labour board, dollar-for-dollar aid is extended to small groups of settlers and to those otherwise engaged in local private enterprise, toward the improvement of road conditions. Here, again, bridge expenditures may be financed completely by the Department.

SUMMARY OF UNINCORPORATED MUNICIPALITIES EXPENDITURES IN THE FISCAL YEAR 1952-53

| MUNICIPAL DISTRICT | Value of Statute Labour or Other Work Performed | Direct Expenditure on Roads by Department | Total Value of Work Performed | Percentage of Aid by Department |
|--------------------------------------|---|---|-------------------------------|---------------------------------|
| 10—Nipissing..... | \$2,847.14 | \$4,353.65 | \$7,200.79 | 60 |
| 11—Muskoka..... | 5,571.69 | 4,542.47 | 10,114.16 | 45 |
| 12—Parry Sound..... | 55,740.41 | 133,812.89 | 189,553.30 | 71 |
| 13—Nipissing..... | 28,583.54 | 56,776.27 | 85,359.81 | 67 |
| 14—Temiskaming & Cochrane South..... | 36,504.36 | 139,668.95 | 176,173.31 | 79 |
| 16—Cochrane North..... | 55,007.30 | 161,245.17 | 216,252.47 | 74 |
| 17—Sudbury..... | 41,858.88 | 60,425.99 | 102,284.87 | 59 |
| 18—Algoma..... | 33,592.10 | 70,016.95 | 103,609.05 | 68 |
| 19—Thunder Bay..... | 33,080.65 | 133,322.02 | 166,402.67 | 80 |
| 20—Kenora & Rainy River..... | 36,242.32 | 66,096.41 | 102,338.73 | 66 |
| TOTAL..... | \$329,028.39 | \$830,260.77 | \$1,159,289.16 | 72 |

The above table records the total value of roadwork performed in the settlements and unincorporated municipalities of the districts indicated, with classification as to Departmental and local participation.

A summary of the improvements accomplished throughout the area is as follows:

Construction Items

| | |
|--|-------------|
| Clearing and grubbing..... | 132.8 acres |
| Grade construction..... | 105.8 miles |
| Gravel and stone surfacing..... | 54.8 " |
| Bridges (10-foot span and over): Timber, Total 52 | |
| Culverts (under 10-foot span): Timber, 266; Concrete, 5; Total 271 | |
| Pipe culverts installed..... | 582 |

Maintenance Items

| | |
|---------------------------------------|------------------|
| Roadside ditching..... | 285.1 miles |
| Brush and weed cutting..... | 487.7 " |
| Snow fence protection..... | 148.3 " |
| Pit-gravel applied..... | 328,894 cu. yds. |
| Crushed gravel and stone applied..... | 2,007 " " |
| Clay or sand applied..... | 25,991 " " |
| Bridges repaired..... | 278 |
| Culverts repaired..... | 1,267 |

DEVELOPMENT ROADS

(Under Part VI, The Highway Improvement Act)

Construction of roads that were considered essential to municipal development and travel communication, but beyond the financial ability of the local authorities to undertake, was continued by the Department in many sections of the Province. During the year 28 new projects were undertaken through Department-municipality agreements. Forty projects, comprising 250 miles, were com-

DEVELOPMENT ROAD EXPENDITURES IN ORGANIZED MUNICIPALITIES — 1952
(Authorized by Part VI of The Highway Improvement Act)

| ROAD No. | DESCRIPTION OR LOCATION | LENGTH MILES | JURISDICTION (Township unless indicated) | COUNTY OR DISTRICT | EXPENDITURE 1952-53 \$ |
|----------|------------------------------------|--------------|---|---------------------------------|------------------------|
| 13 | Seyn Falls-Big Chute | 4.1 | Matchedash | Simcoe | 1,952.82 |
| 14 | Eganville-Pembroke | 23.0 | Renfrew County | Renfrew | 19,084.22 |
| 23 | Sylvan Valley Road | 13.0 | Macdonald, Mercedith and Aberdeen Add'l | Algoma | 6,986.51 |
| 26 | Parham-Mountain Grove | 10.5 | Hinchinbrooke and Olden | Frontenac | 25,420.22 |
| 33 | Havelock-Laswade | 33.0 | Chandos, Belmont and Methuen | Peterborough | 14,294.32 |
| 34 | Dillon Cove Road | 29.0 | Carling | Parry Sound | 3,745.86 |
| 35 | Peninsula Road | 6.0 | Humphry | Parry Sound | 19,999.10 |
| 36 | Tamworth-Arden-Harlowe | 33.0 | Sheffield, Kennebec and Barrie | Frontenac, Lennox and Addington | 10,703.07 |
| 37 | Lake of Bays | 10.0 | Franklin and Brunel | Muskoka | 15,000.00 |
| 43 | Lighthouse Beach Road | 8.5 | North Himsworth | Parry Sound | 6,201.31 |
| 44 | Sysart-Carnarvon | 12.0 | Stanhope and Dysart | Haliburton | 5,499.76 |
| 48 | Southern Ontario Sauble Beach | 7.5 | Saugeen Indian Reserve | Bruce | 15,821.15 |
| 51 | Agassiz Road | 9.0 | Renfrew County | Renfrew | 183,277.36 |
| 66 | Sand Point-Castleton | 7.7 | McNab and Horton | Renfrew | 12,998.81 |
| 67 | Ducq-Shumrock-Renfrew | 16.0 | Brougham, Adamston and Renfrew County | Frontenac | 63,843.36 |
| 71 | Otter Lake Road | 5.3 | Loughborough | Frontenac | 787.50 |
| 78 | Perth-Hopetown | 14.7 | Lanark County | Lanark | 164,147.59 |
| 83 | Easton's Corners, Kilmarnock Locks | 8.5 | Wolford | Leeds and Grenville | 13,998.15 |
| 84 | Union Hall Road | 8.0 | Ramsay | Lanark | 13,846.55 |
| 86 | Denbigh-Plevna | 19.0 | Denbigh, Barrie and Clarendon | Lennox and Addington, Frontenac | 8,104.76 |
| 87 | Artoch-Clarendon Station | 14.2 | Chatham, Palmerston, Olden and Oso | Frontenac | 12,626.72 |
| 88 | Westport-Bolingbroke Road | 6.0 | Lake and Wollaston | Hastings | 5,154.28 |
| 89 | Westport-Bolingbroke Road | 6.0 | North Crosby | Leeds and Grenville | 9,524.25 |
| 91 | Fifth Line | 7.3 | Nipissing | Parry Sound | 4,994.58 |
| 95 | Hurdsville Broadbent-Inholme | 8.0 | McKellar | Parry Sound | 4,999.50 |
| 96 | Rideau River Road | 6.7 | Leeds and Grenville County | Hastings, Lennox & Addington | 24,235.59 |
| 97 | Marysville-Napanee | 8.0 | Hastings, Lennox & Addington Counties | Manitowish | 11,959.69 |
| 100 | Providence Bay, Tehkummah | 14.0 | Carnarvon and Tehkummah | Lanark | 2,059.95 |
| 102 | Bellamy Road | 9.0 | Pakenham | Peterborough | 22,160.70 |
| 104 | Chandos-Glen Alda | 6.0 | Chandos | Peterborough | 5,698.08 |
| 105 | Clear Lake Road | 7.0 | Douro and Dummer | Peterborough | 5,497.67 |
| 106 | Church Line | 20.0 | Galway and Cavendish | Parry Sound | 1,994.17 |
| 109 | Bernard Lake Northerly | 3.0 | Strong | Nipissing | 2,971.46 |
| 119 | Alderdale-Chiswick | 6.5 | Chisholm | Nipissing | 3,324.00 |
| 120 | Eau Claire-Kiosk | 1.3 | Calvin | Nipissing | 1,604.15 |
| 121 | Highway 11 to Astorville | 4.6 | North Himsworth and East Ferris | Lanark | 9,946.66 |
| 123 | Christie Lake Road | 4.5 | Bathurst | Lanark | 4,823.46 |
| 124 | Merrywood-Port Emsley | 4.5 | North Emsley | Lanark | 29,117.53 |
| 125 | Wayside-Tennyson | 9.0 | Drummond | Parry Sound | 999.26 |
| 128 | Rose Point Road | 0.5 | Parry Sound Indian Reserve | Lambton | 24,047.00 |
| 131 | Bridgen Side Road | 5.0 | Moore | Parry Sound | 4,998.72 |
| 133 | Old Bur's Falls-Magnetiawan | 11.0 | Ryerson | Parry Sound | 4,999.66 |
| 134 | Orville-Rosseau | 6.0 | Christie | Parry Sound | 5,976.93 |
| 135 | Madoc Township Road | 4.0 | Madoc | Parry Sound | 2,496.95 |
| 136 | Silver Hiller Road | 2.5 | South Himsworth | Parry Sound | 17,293.06 |
| 137 | Silver Hiller Road | 3.0 | Soleman | Temiskaming | 4,398.66 |
| 138 | Fauquier Township Road | 3.0 | Fauquier | Cochrane | 4,054.35 |
| 139 | Nellie Lake Road | 3.0 | Calvert | Cochrane | 27,218.22 |
| 140 | Old Garson Road | 3.2 | McKim, Neelon and Garson | Sudbury | 8,241.29 |
| 141 | Cloudside Road | 3.5 | Thessalon-Leitoy | Algoma | 10,250.94 |
| 142 | Gordon Lake Road | 7.0 | Johnson | Thunder Bay | 10,565.17 |
| 143 | Whitefish Valley Road | 5.0 | O'Connor | Thunder Bay | 10,565.17 |

| | | | | | |
|-----|---------------------------------------|------|---|--------------------------------|-----------|
| 144 | Mud Lake Road..... | 10.0 | Oliver | Thunder Bay | 10,000.00 |
| 145 | Gillies-Lyster Road..... | 8.0 | Gillies | Thunder Bay | 8,125.20 |
| 146 | Carpenter Road..... | 6.0 | Emo Municipality | Rainy River | 10,539.69 |
| 147 | Minitaki Station Road..... | 1.1 | Nachin Municipality | Kenora | 1,473.72 |
| 148 | Winchester Rose Haven (Part)..... | 4.5 | Stormont, Dundas and Glengarry Counties | Stormont, Dundas and Glengarry | 16,962.69 |
| 149 | Alexandria Glen Robertson (Part)..... | 4.7 | Stormont, Dundas and Glengarry Counties | Stormont, Dundas and Glengarry | 21,304.16 |
| 150 | Hansville-Edwardsburgh Boundary..... | 2.8 | Watford | Stormont, Dundas and Glengarry | 4,953.56 |
| 151 | Kingsford Hill..... | 0.3 | Richmond and Tyendinaga | Hastings, Lennox and Addington | 10,286.34 |
| 152 | Maynard South Augusta..... | 4.4 | Augusta | Lennox and Addington | 10,620.37 |
| 153 | Approach to Presqu'ile Park..... | 2.3 | Northumberland and Durham Counties | Northumberland and Durham | 62,760.64 |
| 154 | Beaver Valley Road..... | 4.5 | Artemesia | Grey | 8,141.63 |
| 155 | Crystal Rock Brouseville..... | 5.0 | Edwardsburgh | Leeds and Grenville | 17,478.00 |
| 156 | Princeton Hill-Dalton..... | 3.5 | Rama and Dalton | Ontario and Victoria | 8,100.00 |
| 157 | Princeton Road and Medora (Part)..... | 3.8 | Medora and Wood | Muskoka | 13,066.39 |
| 158 | Bradford Drainage Canal..... | 0.5 | Sundridge | Simcoe | 4,272.55 |
| 159 | Rosetta-Middleville..... | 1.0 | West Gwillimbury | Simcoe | 4,064.70 |
| 160 | Head Lake Road (Part)..... | 5.5 | Lanark | Lanark | 36,242.16 |
| 161 | Ingoldsby Road (Part)..... | 2.0 | Bexley | Victoria | 13,800.00 |
| 162 | Fletcher Lake Road (Part)..... | 5.5 | Minden | Haliburton | 10,483.60 |
| 163 | Old Perth Road (Part)..... | 4.0 | Sherborne | Haliburton | 11,000.00 |
| 164 | Amherst Island Roads to Ferry..... | 7.0 | Frontenac County | Frontenac | 42,907.34 |
| 165 | Kidd's Hill, Bellrock Road..... | 9.0 | Amherst Island | Lennox and Addington | 31,535.09 |
| 166 | Frankford-Foxboro (Part)..... | 1.0 | Lennox and Addington Counties | Lennox and Addington | 6,156.33 |
| 167 | Dellor Egan Creek..... | 4.0 | Hastings County | Hastings | 38,104.87 |
| 168 | Concession V.VI..... | 2.5 | Dungannon | Hastings | 9,654.34 |
| 169 | Opeongo Road in Grattan..... | 4.0 | Joly | Parry Sound | 1,985.73 |
| 170 | French Line..... | 4.0 | Grattan | Renfrew | 3,000.00 |
| 171 | Hardwood-Snake Creek..... | 5.0 | Raglan | Renfrew | 3,942.65 |
| 172 | Fifth Side Road..... | 3.0 | Darling | Lanark | 5,176.85 |
| 173 | Hillsdale-Eady (Part)..... | 4.0 | Torbolton | Carleton | 23,932.26 |
| 174 | Delarge Hill Diversion..... | 0.7 | Macdonald | Simcoe | 6,957.88 |
| 175 | Schutt-Palmer Rapids..... | 6.0 | Macaulay | Muskoka | 6,600.00 |
| 176 | Hay Bay Road (Part)..... | 1.0 | Raglan | Renfrew | 4,877.01 |
| 177 | Hay Bay Road (Part)..... | 0.5 | Adolphustown | Lennox and Addington | 5,280.86 |
| 178 | Blind Line, Connee Loop..... | 2.0 | South Fredericksburgh | Lennox and Addington | 3,036.00 |
| 179 | Quadville-Foymount..... | 10.0 | Connee | Thunder Bay | 6,084.44 |
| 180 | Dale Baltimore..... | 7.5 | Brudenell and Lyndoch | Renfrew | 4,998.55 |
| 181 | Lochin-Gelert..... | 15.0 | Hamilton | Northumberland and Durham | 51,750.95 |
| 182 | Slack's Corners-Petworth (Part)..... | 2.0 | Snowdon | Haliburton | 1,924.48 |
| 183 | Shore Road, Stinson Block..... | 2.0 | Portland | Haliburton | 4,010.40 |
| 184 | Westminster Lake Road..... | 16.0 | Hillier | Prince Edward | 7,880.18 |
| 185 | Maberley-Bolingbroke (Part)..... | 3.5 | Tudor and Cashel | Hastings | 7,869.55 |
| 186 | Elphinstown Snow Road..... | 3.0 | South Sherbrooke | Lanark | 20,085.83 |
| 187 | Bahny Beach Diversion..... | 3.5 | North Sherbrooke | Lanark | 11,077.82 |
| 188 | Blackstone Lake Road..... | 2.5 | Sarawak | Grey | 917.50 |
| 189 | Highway 101 to Holtre..... | 4.5 | Poley | Parry Sound | 2,997.17 |
| 190 | Mission to Michipicoten Harbour..... | 5.0 | Black River Municipality (Hislop) | Temiskaming | 16,685.91 |
| 191 | Val Caron, Michipicoten..... | 11.0 | Michipicoten | Algonquin | 1,653.80 |
| 192 | Dack Township Road..... | 8.0 | Balfour, Rayside and Blezard | Sudbury | 58,422.35 |
| 193 | Copenhaegh Loop..... | 0.5 | Armoir | Temiskaming | 9,999.85 |
| 194 | Chaplain Road..... | 4.3 | Shuniah (MacGregor) | Parry Sound | 1,992.31 |
| 195 | Highland Grove, Kidd Corners..... | 10.0 | Tiny | Simcoe | 15,642.84 |
| 196 | Violet Hill Perma..... | 4.8 | Cardiff | Simcoe | 788.70 |
| 197 | Big Bay-Pyette Point (Part)..... | 3.0 | Mulmur | Haliburton | 4,987.09 |
| 198 | Brethour Township Road..... | 8.0 | Keppel | Dufferin | 2,366.15 |
| 199 | Switzer Hill..... | 0.8 | Brethour | Grey | 2,749.64 |
| 200 | Long Point Park Approach..... | 2.6 | Camden East | Temiskaming | 1,000.00 |
| 201 | | | Long Point Park Commission | Lennox and Addington | 1,997.45 |
| 202 | | | | Norfolk | 10,406.04 |
| 203 | | | | | |
| 204 | | | | | |
| 205 | | | | | |
| 206 | | | | | |
| 207 | | | | | |
| 208 | | | | | |

720.2

\$1,672,813.83

\$1,672,813.83

720.2

pleted, their designations revoked and the roads returned to normal municipal status. The year's operations cost the Department a total of \$1,840,583.90. At year's end 77 such undertakings, involving 460 miles of rural roads were in varying stages of development.

A complete list of the roads to which Development Road funds were applied, and the amount expended during the year upon each, is presented in the accompanying table.

In localities without municipal organization some 80 projects were undertaken by the Department and the majority of them carried through to completion or to a degree commensurate with the requirement. The expenditure in 1952 on these "Specific" undertakings was \$227,423.98.

URBAN ROAD AND STREET EXPENDITURES (Under Part VII, The Highway Improvement Act)

Approved expenditure by cities, towns and villages during 1952 reached a total closely approximating that of the previous year. Winter control costs were lower due to decreased snow-fall. A marked reduction in bridge expenditures, and a corresponding increase in road and street construction were indicated in the returns.

A classification of expenditures by urban municipalities is as follows:

| | Construction | Maintenance | Total |
|--|----------------|-----------------|-----------------|
| Roads and Streets (winter control excepted)... | \$5,216,006.87 | \$6,964,543.77 | \$12,180,550.64 |
| Bridges and culverts..... | 588,795.05 | 439,261.93 | 1,028,056.98 |
| Winter control..... | ..... | 2,689,495.02 | 2,689,495.02 |
| TOTAL APPROVED EXPENDITURE..... | \$5,804,801.92 | \$10,093,300.72 | \$15,898,102.64 |

In Appendix 10 are recorded the mileages of the various types of surfaces on urban roads and streets in the counties and districts of Ontario. Appendix 12 classifies the expenditures in respect to cities, towns and villages in the various municipal road districts.

ROAD MACHINERY PURCHASES

Powered machinery is essential to practically every road improvement operation. Purchase and subsequent operating costs of road equipment, being subsidizable items of expenditure in county and township road management, the majority of financially-capable municipalities have equipped themselves with graders, tractors, trucks, etc. to meet general requirements.

In 1952, the county organizations invested \$782,263 in new equipment. The township purchases totalled \$1,612,636.

Situations arise, however, which require the service of some particular item of equipment for a period or purpose so limited as to render purchase unwarranted. Then, too, many townships cannot afford the expense of ownership of general purpose machines.

It is to aid these non-owners that the Department's pool equipment service was established. Units are made available, with operators if desired, to such municipalities. These units are supplied at an extremely low rental basis and are routed by the District Engineer with a view to maximum useful employment.

In 1952, 19 units were added to the fleet, bringing the total in service to over 200 and representing an investment of about \$1,800,000.

SUMMARY OF 1952 MUNICIPAL ROAD IMPROVEMENTS

The following pages present a summary of the chief items of construction, maintenance, machinery and land purchases, in the various municipalities comprising the municipal road districts.

DISTRICT 1—(3 counties, 39 townships, 36 urban municipalities)

ESSEX—Construction: 3.5 miles asphaltic concrete, 6 miles mulch; 1 bridge, 5 concrete culverts new, 20 extended, 400 pipe culverts.

Maintenance: 20 miles bituminous treatment, 7.5 miles oil dust layer; 137.5 miles calcium; 30 culverts repaired.

Purchases: 1 clamshell crane, 1 car, 0.1 acres land.

KENT—Construction: 24 miles asphaltic concrete, 14 miles stabilized grade; 3 bridges, 62 metal arch culverts.

Maintenance: 3 miles bituminous treatment, 7 miles calcium; 5 bridges and 15 culverts repaired.

Purchases: 7.75 acres gravel deposits.

LAMBTON—Construction: 3.5 miles mulch, 0.8 miles new grade; 43 pipe culverts.

Maintenance: 40 miles bituminous treatment, 4 miles oil dust layer; 4 culverts repaired.

Purchases: 1 car, 1 building, 8.4 acres land.

Townships: Construction: 41 miles new grade; 23 bridges, 7 culverts, 125 pipe culverts.

Maintenance: 30 miles oil, 395 miles calcium; 79 bridges and 423 culverts repaired.

Purchases: 4 graders, 2 trucks, 1 snow plow, 1 mower, 1 weed sprayer, 2 acres land.

DISTRICT 2—(4 counties, 43 townships, 29 urban municipalities)

ELGIN—Construction: 14.8 miles mulch, 12 miles new grade; 3 bridges, 4 culverts; 3.5 miles underdrainage.

Maintenance: 4 miles bituminous treatment, 29,000 c.y. pit run and 30,000 c.y. crushed gravel.

Purchases: 1 tractor, 1 air compressor, 1 tank car heater, 1 snow plow, 1 car.

MIDDLESEX—Construction: 4.5 miles hot mix and 21 miles cold mix pavement, 23 miles grade preparation for paving, 23 miles right-of-way widening, 12,440 rods new fence; 9 concrete culverts, 11,500 feet pipe culverts.

Maintenance: 32 miles bituminous treatment, 13 miles prime, 80 miles calcium, 70,000 c.y. pit run and 60,000 c.y. crushed gravel; 5 bridges repaired.

Purchases: 1 truck, 1 car, 1 grader, 1 welder, 118 acres land.

NORFOLK—Construction: 4 miles mulch, 5 miles new grade; 3 bridges, 31 pipe culverts.

Maintenance: 39 miles bituminous treatment, 41,500 tons crushed gravel, 22,500 tons crushed stone; 5 bridges repaired.

Purchases: 1 angle dozer, 1 cement mixer, 1 crawler tractor, 1 acre land.

OXFORD—Construction: 2 miles hot mix, 4.4 miles mulch, 8 miles new grade, 13.6 miles drainage, 3,000 feet guide rail; 1 bridge, 2 culverts, 37 pipe culverts.

Maintenance: 19.4 miles bituminous treatment, 111.8 miles calcium, 40,400 c.y. pit run, 10,600 c.y. crushed gravel and 6,800 tons crushed stone resurfacing; 2 bridges and 48 culverts repaired.

Townships: Construction: 10 miles mulch, 93.5 miles gravel, 9.5 miles new grade; 14 bridges, 14 culverts, 5 metal arch and 199 pipe culverts; 1 machine shed.

Purchases: 12 dump trucks, 3 pick-ups, 4 graders, 4 tractors with loaders and weed sprayers.

DISTRICT 3—(4 counties, 44 townships, 32 urban municipalities)

HURON—Construction: 7 miles mulch, 10 miles new grade (32,000 c.y. pit run and 40,000 c.y. crushed gravel), 650 rods fence; 4 bridges and 2 culverts, all concrete.

Maintenance: 8 miles bituminous treatment, 100 miles calcium, 5,000 c.y. pit run and 80,000 c.y. crushed gravel resurfacing; 5 bridges repaired.

Purchases: 1 bitumen distributor, 35 acres land.

PERTH—Construction: 7 miles mulch, 10.8 miles new grade (54,000 c.y. pit run and 7,000 c.y. crushed gravel), 560 rods fence; 6 bridges, 123 pipe culverts.

Maintenance: 4.3 miles bituminous treatment, 30 miles oil, 120 miles calcium, 40,000 c.y. crushed gravel; 1 bridge and 2 culverts repaired.

Purchases: 1 maintainer, 1 loader, 4 acres land.

WATERLOO—Construction: 1 mile mulch; 1 concrete culvert, 3 metal arch and 2 pipe culverts.

Maintenance: 23.6 miles bituminous treatment, 12.3 miles oil, 97 miles calcium, 26,500 c.y. crushed gravel resurfacing; 5 bridges and 19 culverts repaired.

Purchases: 2 maintainers, 3 trucks.

WELLINGTON—Construction: 17.5 miles light bituminous surface; 3 bridges, 1 concrete, 3 metal arch and 2 pipe culverts.

Maintenance: 26 miles bituminous treatment, 316 miles calcium, 165,600 c.y. crushed gravel; 4 bridges and 8 culverts repaired.

Townships: Construction: 168 miles re-grade, 10,500 feet underdrains, 1,460 feet guide rail, 33,400 c.y. pit run and 25,750 c.y. crushed gravel on new grades; 33 bridges, 27 concrete, 24 metal arch and 462 pipe culverts.

Maintenance: 50 miles bituminous treatment, 35 miles oil, 105 miles calcium; 23,000 c.y. pit run, 550,000 c.y. crushed gravel and 1,800 tons crushed stone; 62 bridges and 312 culverts repaired.

Purchases: 5 maintainers, 4 trucks, 2 snow plows, 1 mower, 40 acres gravel deposits.

DISTRICT 4—(5 counties, 41 township units, 27 urban municipalities)

BRANT—Construction: 7 miles mulch, 6 miles new grade, 6,600 tons crushed stone; 2 bridges, 19 pipe culverts, 3,500 feet underdrains; elimination of 2 bridges by creek diversion.

Maintenance: 5 miles bituminous treatment, 10 miles calcium, 6,000 c.y. crushed gravel.

Purchases: 1 tractor, 1 power saw, 1 pump.

HALDIMAND—Construction: 6 miles mulch, 8 miles new stone base, 4,200 feet fencing; 1 bridge, 4 concrete and 17 pipe culverts.

Maintenance: 0.5 miles bituminous treatment, 30 miles calcium, 11,000 tons crushed stone; 2 bridges and 6 culverts repaired.

Purchases: 3 trucks.

LINCOLN—Construction: 4.6 miles mulch, 5 miles new grade. New road between Port Dalhousie and St. Catharines; 4 bridges, 34 pipe culverts.



2. An 80-foot Rigid Frame on the Jerseyville Road
Brant County Road System



Gravel mulch between Clinton and Bayfield
A Huron County Road



Twenty Creek Bridge at St. Ann's
Lincoln County Road System



Twin 40-foot Rigid Frame spans, Elderslie Township, County of Bruce

Maintenance: 43 miles bituminous treatment, 9 miles calcium; 2 bridges and 8 culverts repaired.

Purchases: 1 distributor truck, 1 pick-up, 4 sand spreaders, 3 tractor mowers, 3 acres land.

WELLAND—Construction: 3.2 miles asphaltic concrete, 5.4 miles mulch, 3 miles new grade (22,700 tons crushed stone); 16 concrete and 2 pipe culverts.

Maintenance: 30 miles bituminous treatment, 5 miles calcium; 40 culverts repaired.

Purchases: 2 trucks, 1 tractor, 1 power saw, 1 car, 2.5 acres land.

WENTWORTH—Construction: 5 miles mulch, 2,000 feet guide rail; 4 bridges, 1 metal arch and 100 pipe culverts.

Maintenance: 13 miles armour coating, 21,700 tons crushed stone; 1 bridge repaired.

Purchases: 1 bitumen distributor, 4 trucks, 2 tractors with mowers, 1 car.

Townships: Construction: 5 miles mulch, 21 miles new grade; 16 bridges, 45 concrete, 5 metal arch and 289 pipe culverts.

Maintenance: 55 miles oil and 37 miles calcium, 75,000 c.y. crushed gravel and 130,000 tons crushed stone; 43 bridges and 412 culverts repaired.

Purchases: 12 trucks, 4 tractors, 2 graders, 3 weed sprayers, 1 sander, 3 acres land.

DISTRICT 5—(3 counties, 40 township units, 29 urban municipalities)

BRUCE—Construction: 6.75 miles mulch, 12 miles new grade (104,700 c.y. pit run and 29,000 c.y. crushed gravel); 2 bridges, 40 concrete and 44 metal pipe culverts.

Maintenance: 15.5 miles prime and 165 miles calcium, 28,000 c.y. crushed gravel resurfacing.

Purchases: 1 grader, plow and wing, 19.4 acres land.

DUFFERIN—Construction: 5 miles mulch, 2.8 miles new grade; 8 pipe culverts.

Maintenance: 6.5 miles prime and 55 miles calcium, 48,000 c.y. crushed gravel resurfacing, 120 miles weed spraying; 35 culverts repaired.

Purchases: 1 grader, plow and wing, 1 truck, 13 acres land.

GREY—Construction: 13.5 miles new grade (46,000 c.y. granular base, 6,000 c.y. crushed gravel); 2 concrete and 97 pipe culverts.

Maintenance: 12.5 miles bituminous treatment, 26 miles prime and 146 miles calcium, 52,000 c.y. crushed gravel resurfacing.

Purchases: 2 graders with plows and wings, 5.3 acres land.

Townships: Construction: 1.1 miles gravel mulch, 133 miles new grade (58,000 c.y. pit run and 40,000 c.y. crushed gravel); 15 concrete bridges, 2 metal arch and 748 pipe culverts.

Maintenance: 4 miles prime and 84 miles calcium, 55,000 c.y. pit run and 348,000 c.y. crushed gravel resurfacing.

Purchases: 7 graders (6 with plow and wing), 1 truck, 1 tractor mower.

DISTRICT 6—(4 counties, 38 townships, 40 urban municipalities)

HALTON—Construction: 0.5 mile diversion grade; 3 bridges, 1 concrete culvert, 20 pipe culverts.

Maintenance: 10 miles bituminous treatment, 26,000 c.y. crushed gravel.

Purchases: 1 loader, 2 sanders, 1 acre gravel deposit.



Old Malton Road re-construction
Toronto and York Roads Commission



Scarlett Road crossing Humber River
Toronto and Yorks Roads Commission

PEEL—Construction: 1.4 miles asphaltic concrete, 3 miles new grade, 11 miles rebuilt grade (46,800 c.y. pit run gravel); 1 bridge, 2 culverts, 12 pipe culverts; 1 machinery shed.

Maintenance: 37 miles bituminous treatment, 21 miles prime, 20,000 c.y. crushed gravel resurfacing; 5 bridges repaired.

Purchases: 2 trucks, 1 plow, 2.4 acres land.

SIMCOE—Construction: 18.5 miles grade (29,600 c.y. pit run, 14,000 c.y. crushed gravel, 26,200 tons crushed stone), 970 rods fence, 1,000 feet guide rail; 2 bridges, 1 concrete and 143 pipe culverts; 1 machinery shed.

Maintenance: 9 miles bituminous treatment, 69 miles prime, 14,400 c.y. pit run and 36,600 c.y. crushed gravel resurfacing.

Purchases: 1 grader with plow, 2 trucks, 1 tractor and dozer, 15.3 acres land.

YORK—Construction: 13 miles asphaltic concrete, 10 miles new grade, 18 miles reconstruction, (167,750 c.y. pit run, 32,850 c.y. crushed gravel, 2,000 tons crushed stone), 8,800 feet guide rail, 5,400 rods fence, 13,400 sq. yds. sodding.

Maintenance: 100 miles bituminous treatment, 5 miles prime, 7,000 c.y. pit run, 9,300 c.y. crushed gravel.

Purchases: 8 trucks, 2 plows, 1 machinery float.

Townships: Construction: 3.25 miles asphaltic concrete, 33.5 miles light bituminous surface, 78 miles new grade (52,800 c.y. pit run, 36,500 c.y. crushed gravel, 5,000 tons crushed stone); 21 concrete, 3 steel and 3 timber bridges, 4 concrete, 56 metal arch, 4 timber and 1,174 pipe culverts.

Maintenance: 109 miles bituminous treatment, 746 miles prime, 135,000 c.y. pit run, 288,000 c.y. crushed gravel, 80,000 tons crushed stone; 89 bridges and 375 culverts repaired.

Purchases: 29 trucks, 5 graders, 4 tractors, 4 loaders, 7 plows, 6 wings, 1 weed sprayer, 9.5 acres land for widening and 12.5 acres gravel deposits.

DISTRICT 7—(3 county units, 37 township units, 17 urban municipalities)

NORTHUMBERLAND & DURHAM—Construction: 4 miles new grade (22,000 c.y. pit run, 2,800 c.y. crushed gravel), 8.8 miles mulch, 2,400 feet guide rail, 2,200 feet underdrainage, 180 rods fence; 2 bridges, 6 culverts, all concrete.

Maintenance: 127 miles calcium, 6 miles ditching, 26,000 c.y. crushed, 8,000 c.y. pit run gravel; 5 bridges, 4 culverts repaired.

Purchases: 1.25 acres land.

PETERBOROUGH—Construction: 8 miles new grade (8,000 c.y. pit run, 4,500 c.y. crushed gravel), 3 miles mulch, 2,000 feet guide rail, 450 feet underdrainage, 1,100 rods fence; 2 steel, 3 concrete bridges.

Maintenance: 3 miles bituminous treatment, 5 miles prime, 163 miles calcium, 26,000 c.y. crushed gravel; 11 bridges, 5 culverts repaired.

Purchases: 1 jaw crusher.

PRINCE EDWARD—Construction: 4.5 miles new grade (15,000 c.y. pit run, 1,500 c.y. crushed gravel), 2.9 miles mulch; 29 pipe culverts.

Maintenance: 4 miles bituminous treatment, 22 miles prime, 85 miles calcium, 7,500 c.y. crushed and 3,500 c.y. pit run gravel; 1 bridge repaired.

Purchases: 1 grader, 2 plows and wings.

Townships: Construction: 162 miles new grade (56,000 c.y. pit run and 59,000 c.y. crushed gravel); 4,000 feet guide rail, 2,250 rods fence; 23 bridges (9 timber, 2 steel, 12 concrete), 7 timber, 20 concrete, 46 metal arch and 494 pipe culverts.

Maintenance: 1.5 miles bituminous treatment, 98 miles prime, 182 miles calcium, 100,000 c.y. crushed, 114,000 c.y. pit run gravel; 77 bridges, 471 culverts repaired.

Purchases: 3 trucks, 1 plow and wing, 2 tractors with mowers and loaders; 10 acres gravel deposit, 10 acres land for new right-of-way.

DISTRICT 8—(4 counties, 43 townships, 18 urban municipalities)

FRONTENAC—Construction: 2.5 miles mulch, 7.6 miles new grade, 600 feet guide rail, 860 rods fence; 2 bridges, 15 pipe culverts.

Maintenance: 12 miles bituminous treatment, 58.5 miles calcium, 12,000 c.y. crushed gravel resurfacing; 6 miles ditches; 6 bridges and 1 culvert repaired.

Purchases: 1 weed sprayer, 1 bitumen tank, 1 new ferry (Howe Island), 2 acres land.

HASTINGS—Construction: 1 mile asphaltic concrete, 6 miles new grade, 2,000 feet guide rail, 1,200 rods fence; 2 metal arch and 22 pipe culverts.

Maintenance: 9 miles bituminous treatment, 45 miles oil and 100 miles calcium, 6,000 c.y. pit run, 11,300 c.y. crushed gravel, 19,500 tons crushed stone, 6.5 miles ditches; 15 bridges and 12 culverts repaired.

Purchases: 2 graders, 2 spreaders, 1 level crossing signal (Ivanhoe).

LEEDS & GRENVILLE—Construction: 4.5 miles mulch, 12.8 miles pavement widening, 2 miles new grade, 700 feet guide rail, 780 rods fence, 1,650 feet under-drainage; extensions to 1 bridge and 1 culvert.

Maintenance: 29.6 miles bituminous treatment, 87 miles calcium, 7,000 c.y. crushed gravel, 5,000 tons crushed stone; 16 bridges painted, 2 bridges and 39 culverts repaired.

Purchases: 6.5 acres land for widening and 2.2 acres gravel deposit.

LENNOX & ADDINGTON—Construction: 2 miles new grade, 500 rods fence; 1 bridge, 58 pipe culverts.

Maintenance: 10 miles bituminous treatment, 48 miles oil and 10 miles calcium, 10,000 c.y. gravel resurfacing; 1 bridge and 2 culverts repaired.

Purchases: 1 grader, 2 trucks, 1 pick-up, 4 acres land.

Townships: Construction: 2.7 miles mixed macadam, 1.9 miles mulch, 35 miles renewed grade, (15,000 c.y. pit run, 3,500 tons crushed stone), 2.7 miles stabilized base, 1,800 feet guide rail, 2,300 rods fence; 3 bridges, 69 culverts, 1 metal arch and 293 pipe culverts.

Maintenance: 111,000 c.y. pit run, 65,000 c.y. crushed gravel and 60,000 tons crushed stone resurfacing; 91 bridges and 681 culverts repaired.

Purchases: 5 graders, 2 loaders, 5 trucks, 5 plows, 2 wings, 1 portable crusher, 24.5 acres land for widening and 9 acres gravel deposits.

DISTRICT 9—(4 counties, 47 township units, 23 urban municipalities)

CARLETON—Construction: 0.75 miles asphaltic concrete, 8 miles mulch, 13.5 miles new grade, (26,700 c.y. pit run), 8,500 c.y. crushed gravel, 4.5 miles stabilized base; 2 concrete bridges, 2 concrete, 1 metal arch and 10 pipe culverts.

Maintenance: 30 miles bituminous treatment, 8 miles calcium, 145 miles weed spraying, 95 miles brushing, 17,000 c.y. pit run and 15,000 c.y. crushed gravel resurfacing; 6 bridges and 72 culverts repaired.

Purchases: 4 trucks, 1 tractor with mower, 2 plows with wings, 2 cars.

LANARK—Construction: 7 miles renewed grade, (13,300 c.y. pit run and 4,800 c.y. crushed gravel), 22 miles stabilized base, 500 feet guide rail, 300 rods fence; 1 steel bridge, 1 metal arch and 15 pipe culverts.

Maintenance: 9 miles bituminous treatment, 115 miles calcium, 200 miles weed spraying, 20 miles brushing, 22,600 c.y. pit run and 11,000 c.y. crushed gravel resurfacing; 6 bridges and 90 culverts repaired.

PRESCOTT & RUSSELL—Construction: 6 miles mixed macadam, 4 miles mulch, 17 miles renewed grade (10,000 c.y. pit run, 5,000 c.y. crushed gravel and 2,000 tons crushed stone); 2 concrete bridges, 20 pipe culverts.

Maintenance: 4 miles bituminous treatment, 100 miles calcium, 50 miles brushing; 5 bridges and 15 culverts repaired.

Purchases: 3 trucks, 1 dozer loader, 1 plow and wing, 2.5 acres land.

STORMONT, DUNDAS & GLENGARRY—Construction: 3 miles plant mix, 20 miles light bituminous surface, 6 miles renewed grade, (8,000 c.y. pit run and 12,000 c.y. crushed gravel); 2 bridges and 3 culverts.

Maintenance: 25 miles calcium dust layer, 460 miles weed and brush-cutting, 7,800 c.y. pit run and 23,000 c.y. crushed gravel resurfacing.

Purchases: 1 truck, 7 acres land.

Townships: Construction: 3.5 miles mulch, 55.8 miles renewed grade (25,000 c.y. gravel); 15 bridges, 17 concrete, 10 metal arch and 279 pipe culverts.

Maintenance: 181,000 c.y. gravel and 10,000 c.y. crushed stone resurfacing; 104 bridges and 508 culverts repaired.

Purchases: 8 trucks, 7 graders, 2 plows with wings, 11.8 acres land and 8 acres quarry.

DISTRICT 10—(1 county, 40 township units, 12 urban municipalities and 5 unorganized units)

RENFREW—Construction: 0.7 miles mulch, 1.5 miles new grade (3,700 c.y. pit run and 1,800 c.y. crushed gravel), 6 miles reconstruction, 14.8 miles granular base; 1 bridge and sub-structure of Claybank bridge completed, 2 timber and 41 pipe culverts.

Maintenance: 28.5 miles oil and 70 miles calcium dust layer, 2,600 c.y. pit run and 2,700 c.y. crushed gravel resurfacing; 2 bridges and 15 culverts repaired.

Purchases: 58 acres land.

Townships: Construction: 42 miles rebuilt (21,000 c.y. pit run and 5,700 c.y. crushed gravel); 12 bridges and 193 culverts.

Maintenance: 140,000 c.y. pit run and 30,000 c.y. crushed gravel resurfacing; 80 bridges and 455 culverts repaired.

Purchases: 3 trucks, 4 plows, 1 sander, 1 tractor, 16 acres land and 50 acres gravel deposits.

In the unorganized townships one timber bridge was built and 4,000 c.y. gravel applied.

DISTRICT 11—(2 counties, 1 provisional county, 1 district, 52 townships, 19 urban municipalities, 2 statute labour boards, 4 unorganized units)

ONTARIO—Construction: 2 miles asphaltic concrete, 3.2 miles mulch, 7 miles new grade (8,000 c.y. pit run and 1,500 c.y. crushed gravel); 1 bridge (120 foot span over Duffin's Creek), 1 timber bridge, 5 pipe culverts.

Maintenance: 16 miles bituminous treatment, 11 miles road-side ditching, 15,000 c.y. pit run, 22,000 c.y. crushed gravel and 8,000 tons crushed stone resurfacing, 240 miles weed spraying, 190 miles brushing; 15 bridges and 12 culverts repaired.

Purchases: 1 truck with loader, 1 spreader, 1 car, 4 acres land, 6 acres gravel deposits.



Snake Creek Bridge and Approaches
Eganville-Pembroke Road, Renfrew County



Preliminary Grading, Opeongo By-Pass
Renfrew-Dacre Development Road



Bridge over Duffin's Creek, Pickering Township
Ontario County Road System



Clearing right-of-way, Lake of Bays Road
District of Muskoka

VICTORIA—Construction: 5.25 miles mulch, 2 miles new grade, 2,000 feet guide rail, 70 rods fencing; 3 bridges, 46 pipe culverts.

Maintenance: 6.5 miles bituminous treatment, 7.6 miles prime, 135 miles calcium, 10 miles road-side ditching, 50 miles weed spraying, 177 miles brushing, 27,000 c.y. crushed gravel and 2,300 tons crushed stone resurfacing; 65 bridges and 30 culverts repaired.

Purchases: 1 grader, 1 patching kettle, 1.6 acres land.

Townships: Construction: 2.25 miles asphaltic concrete, 4.5 miles mulch, 24 miles renewed grade (11,300 c.y. pit run and 10,000 c.y. crushed gravel), 500 feet guide rail, 800 feet underdrainage, 385 rods fence; 2 concrete, 11 metal arch, 45 timber and 252 pipe culverts.

Maintenance: 5.25 miles bituminous treatment, 19 miles oil, 180 miles calcium, 67 miles road-side and 9,000 feet off-take ditching, 130 miles weed spraying, 1,340 miles brushing, 117,000 c.y. pit run, 85,700 c.y. crushed gravel and 5,000 tons crushed stone resurfacing; 170 bridges and 800 culverts repaired.

Purchases: 10 trucks, 1 grader, 5 plows, 5 loaders and mowers, 4 acres land.

DISTRICT 12—(18 townships, 2 Indian reserves, 9 urban municipalities, 18 statute labour boards, 9 unorganized units)

Organized townships: Construction: 2.5 acres road allowance cleared, 4 miles rebuilt (9,300 c.y. pit run); 2 timber bridges, 13 timber culverts, 55 pipe culverts.

Maintenance: 66 miles road-side and 10,000 feet off-take ditching, 18 miles calcium dust layer, 57,000 c.y. pit run and 2,700 c.y. crushed gravel resurfacing, 38 miles weed spraying and 169 miles brush-cutting; 42 bridges and 348 culverts repaired.

Statute labour townships: Construction: 8 acres road allowance cleared, 1 mile rebuilt; 14 bridges, 28 timber and 287 pipe culverts.

Maintenance: 30 miles road-side and 5,100 feet off-take ditching, 46,000 c.y. pit run gravelling, 49 miles brush-cutting; 88 bridges and 346 culverts repaired.

Unorganized units: Special projects: 12 acres road allowance cleared, 1.5 miles new road, 1 mile ditching, 1 mile brush-cutting, 6,000 c.y. pit run; 1 bridge and 2 culverts.

Specific projects: 40 acres cleared, 10 miles rebuilt (9,200 c.y. pit run); 4 bridges, 10 pipe culverts.

DISTRICT 13—(18 townships, 3 urban municipalities, 17 statute labour boards, 20 unorganized units)

Organized townships: Construction: 4.5 miles new road; 7 bridges, 67 culverts (all timber), 82 pipe culverts.

Maintenance: 57,000 c.y. pit run and 5,900 c.y. crushed gravel; 35 bridges and 184 culverts repaired.

Purchases: 1 grader, 1 boiler, 1 plow and wing.

Statute labour and unorganized townships: Construction: 3 bridges, 50 culverts (all timber), 72 metal culverts.

Maintenance: 12 miles road-side ditching, 45 miles brush and weed cutting, 32,000 c.y. pit run gravelling.

DISTRICT 14—(26 townships, 9 urban municipalities, 19 statute labour boards, 62 unorganized units)

Organized townships: Construction: 8 acres cleared, 2 miles new grade; 2 steel and 2 timber bridges, 4 concrete and 8 metal culverts.



Fifth Line Development Road
Nipissing Township, District of Parry Sound



Development Road in Machar Township
District of Parry Sound



Typical creosoted timber construction
Kendall Township, District of Cochrane



Mulch surface, Old Garson Road
Neelon Township, Sudbury District

Maintenance: 71,750 c.y. pit run, 37,000 c.y. crushed gravel, 5,000 c.y. mine-rock; 225 miles weed spraying, 156 miles brushing; 40 bridges and 305 culverts repaired.

Purchases: 2 trucks, 1 car, 2 weed sprayers.

Unorganized townships: Construction: 5 acres cleared, 3 miles new road; 2 timber bridges, 150-foot Bailey replacement of timber structures.

Maintenance: 72,800 c.y. pit run, 4,850 c.y. clay and sand; 176 culverts repaired.

DISTRICT 16—(26 townships, 9 urban municipalities, 19 statute labour boards, 62 unorganized units)

Organized townships: Construction: 1.4 miles light bituminous surface; 4 timber bridges, 21 pipe culverts.

Maintenance: 9.75 miles road-side and 2 miles off-take ditching; 4 miles calcium dust layer, 28 miles weed spraying, 9 miles brushing, 16,650 c.y. pit run resurfacing; 13 bridges and 41 culverts repaired.

Statute labour and unorganized units: Construction: 2.5 miles new road, 2.6 miles grade; 8 bridges and 14 culverts (all timber), 111 pipe culverts, one creosoted pre-fabricated truss with six 15-foot spans in process (Clute Township).

Maintenance: 39,000 c.y. pit run and 9,000 c.y. sand resurfacing; 34 timber bridges and 80 culverts repaired.

DISTRICT 17—(24 townships, 5 Indian reserves, 9 urban municipalities, 15 statute labour boards, 43 unorganized units)

Organized townships: Construction: 2 miles mulch, 2 miles new grade (6,000 c.y. pit run and 500 c.y. crushed gravel), 300 feet guide rail, 115 rods fence; 7 bridges and 24 culverts (all timber), 2 concrete and 77 pipe culverts.

Maintenance: 0.6 miles bituminous treatment, 6 miles oil, 50 miles calcium, 30 miles weed spraying, 50 miles brushing, 103,000 c.y. pit run and 3,500 c.y. crushed gravel resurfacing; 38 bridges and 646 culverts repaired.

Purchases: 2 trucks, 1 grader, 2 plows and wings, 2.2 acres land.

Statute labour and unorganized units: Construction: 30.6 miles new and renewed grade; 3 timber bridges, 97 timber and 13 pipe culverts.

Maintenance: 14 miles road-side and 1,900 feet off-take ditching, 51 miles brushing, 27,000 c.y. pit run and 500 c.y. clay resurfacing; 21 bridges and 179 culverts repaired.

DISTRICT 18—(19 townships, 8 urban municipalities, 12 statute labour boards, 56 unorganized units)

Organized townships: Construction: 0.5 miles mulch, 4 miles new grade; one 45-foot creosoted truss, 6 timber bridges, 54 pipe culverts.

Maintenance: 52,000 c.y. pit run resurfacing, 14 miles calcium dust layer, 40 miles weed spraying, 83 miles brushing; 23 bridges and 193 culverts repaired.

Purchases: 1 tractor and loader, 1 truck.

Statute labour and unorganized units: Construction: 26 acres cleared, 5.5 miles new road (11,000 c.y. pit run); 19 timber and 33 pipe culverts.

Maintenance: 18 miles road-side and 1,400 feet off-take ditching, 20,000 c.y. pit run resurfacing, 38 miles weed and brush-cutting; 23 bridges and 63 culverts repaired.



Curve easement, Tehkummah-Providence Road
Manitoulin Island



Whitefish Valley Development Road
O'Connor Township, Thunder Bay District

DISTRICT 19—(15 townships, 3 urban municipalities, 20 statute labour boards, 7 unorganized units)

Organized Townships: Construction: 4.5 miles mulch, 12 miles new grade' 9.5 acres cleared; 6 bridges and 28 culverts (all timber), 68 pipe culverts.

Maintenance: 83,000 c.y. pit run and 900 c.y. crushed gravel resurfacing; 43 bridges and 210 culverts repaired.

Purchases: 2 graders, 1 loader, 1 drag-line, 1 truck with plow.

Statute labour and unorganized units: Construction: 3.5 miles new road; 4 large and 10 small bridges (all timber), 37 culverts.

Maintenance: 54,500 c.y. pit run resurfacing, 42 miles road-side ditching, 75 miles weed and brushing; 25 bridges and 151 culverts repaired.

DISTRICT 20—(19 township units, 6 urban municipalities, 24 statute labour boards and 31 unorganized units)

Organized townships: Construction: 6.5 acres cleared, 1.5 miles new grade (1,650 c.y. pit run), 400 feet underdrainage; 2 timber bridges, 17 timber and 25 metal culverts.

Maintenance: 1 mile bituminous treatment, 11 miles calcium, 34 miles road-side and 9,000 feet off-take ditching, 287 miles weed and brush-cutting, 48,500 c.y. pit run resurfacing; 36 bridges and 224 culverts repaired.

Statute labour and unorganized units: Construction: 6.3 acres cleared, 1.95 miles new grade (1,800 c.y. pit run); 12 timber and 54 metal culverts.

Maintenance: 35,000 c.y. pit run and 2,100 c.y. clay resurfacing, 67.5 miles road-side and 2,560 feet off-take ditching, 97 miles weed and brush-cutting; 6 bridges and 156 culverts repaired.

ANNUAL REPORT

THE PUBLIC RELATIONS BRANCH

By Colin M. Bennett

April 1, 1952-March 31, 1953

The map section of this branch had sales totalling \$4,879.50.

The number of maps sold were as follows:

| | |
|---------------------------------------|--------|
| Lithographed County Maps..... | 12,404 |
| County Maps (heavy paper)..... | 1,962 |
| District Maps (heavy paper)..... | 530 |
| Township Maps (white prints)..... | 2,807 |
| Maps (linen backed)..... | 37 |
| Maps given free to Govt. offices..... | 4,339 |

Prices were increased on heavy paper county and district maps—also linen—to help defray increased costs of material on December 11, 1951.

Teletype messages sent and received during the period totalled 46,624, of which 19,058 were messages covering all business except winter road condition reports. Messages sent between Division Offices and not for Head Office are not included.

"The Official Weekly Road Bulletin of Ontario" was prepared weekly and the average weekly mailing was approximately 9,200 copies. This booklet is recognized as about the best of its kind available anywhere and complimentary letters are frequent. The mailing list contains the names of trucking companies, public passenger carriers, mostly private citizens of Canada and the United States, tourist agencies and motor clubs, and a few find their way to other countries including India and Finland. A number of readers, after using the information, forward the cover pages to friends overseas. People, once Ontario residents, but who have long since moved to other parts of the world, write to tell how much they look forward to these Bulletins.

Reports on winter highway conditions were supplied twice each day to Radio Stations CBL and CJBC for the early morning and noon news broadcasts. In the evening, in co-operation with the CBC, a pictorial report was televised each evening over station CBLT. The report was presented in conjunction with the weather synopsis and forecast; this service was started November 26th, 1952 and was carried through until Easter. So far as we are able to determine, the Toronto station was the first in the world to give winter highway conditions by means of maps and speech. As a matter of interest, the BBC started a service somewhat similar in February of 1953.

Throughout Ontario, press releases were available to all newspapers and radio stations desiring them in so far as road conditions were concerned on a 24 hour a day basis. Division offices and head office kept a staff on duty day and night during the winter months to answer enquiries.

"The Official Roadside Park Bulletin of Ontario" was prepared and 30,000 copies were printed. Half this number was distributed by the Dept. of Travel and Publicity and the remainder was handled by this office. This pamphlet, listing fifty-six campsites where overnight camping is allowed, is proving to be our most popular; many letters of commendation both regarding the parks and the booklet are received throughout the year.

A special Canadian National Exhibition and Central Canadian Exhibition bulletin (four pages) was prepared and 50,000 copies printed. The Department's 24 hour per day winter service for motorists was advertised and also included was general information on other services available to the public.



Three Teletype machines, a transmitter, a concentrator, three typing reperforators comprise the Teletype equipment located in the Public Relations Office. Teletype communication is available to all Southern Ontario Division offices including North Bay



Fort Henry, Kingston, viewed from Royal Military College

"The Official Road Map of Ontario," prepared by the Surveys Branch, was handled in a limited way; 13,000 copies were handled over the counter or by mail.

This branch catalogued and filed contact prints and negatives taken and processed by the Department's photographic staff. When necessary, arrangements were made to have copies prepared for those requesting them.

The Annual Report for the previous fiscal year was available for distribution by early December 1952.



A sergeant of the Fort Henry Guard wearing uniform and equipment of British Infantry of The Line (circa 1867). Material in uniform, badges and insignia are authentic in every detail. Gun shown is a 24 pounder Field Howitzer dated 1842.



Fort Henry Military Tattoo—The Canadian Army co-operated to make this an outstanding event



The old and the new at Fort Henry, Kingston—Changing of the Guard

OLD FORT HENRY, DIVISION No. 23

Old Fort Henry, the historic attraction operated by the Ontario Department of Highways at Kingston, enjoyed its most successful season in 1952. A total of 126,730 persons visited the restored citadel—a marked increase over 1951's total of 110,328. Since its re-opening in 1948, a total of 510,162 had visited the Fort by the close of the 1952 season.

Public interest continued to mount in the "Fort Henry Guard" and their now-famous 19th century precision drill. The "Guard," an aggregation of university students employed during the tourist season as guides, are trained and uniformed as British troops of a century ago and the 5,000 enthusiastic comment cards completed by visitors in 1952 make it clear that the Guard exhibitions of foot-and-arms and artillery drill are the most popular feature at Fort Henry. A typical comment was that of a ten-year-old visitor from Michigan who wrote "I like Fort Henry because it is a living museum."

Highlight of the season was the "Changing of the Guard" ceremony, presented on the evening of August 27th before an audience of some 7,000 people. This ceremony, which was staged in conjunction with the Canadian Army, saw the Royal Canadian Artillery return to the Fort, whence they had originated in 1871.

On July 23rd, Fort Henry was honoured by an official visit from the Honourable Leslie M. Frost, Prime Minister of Ontario, and Mrs. Frost. Other distinguished visitors included the Honourable Frank Pace, Jr., U. S. Secretary of the Army; Charles F. Knox, Jr., U. S. Secretary of the Navy; The Honourable Brooke Claxton, Minister of Defence; Maj.-Gen. David Dawnay, Commandant, R.M.A., Sandhurst; Maj.-Gen. R. M. Hopkins, Commandant of the Royal Military College of Australia; a party of foreign military attaches to Canada; a group of U.S. newspaper editors; as well as a group of travel editors representing twelve American national publications.

APPENDIX No. 1

**Department Expenditures on King's Highways, Development Roads,
Roads in Unincorporated Townships, etc.,
by Counties and Districts
April 1st, 1952 to March 31st, 1953**

| COUNTY | Construction | Maintenance | Total |
|--------------------------------|---------------|---------------|-----------------|
| Brant: | | | |
| Highway No. 2..... | \$ 49,771.21 | \$ 54,334.24 | \$ 104,105.45 |
| “ “ 5..... | 21,044.46 | 310,853.09 | 331,897.55 |
| “ “ 24..... | | 46,325.57 | 46,325.57 |
| “ “ 24A..... | | 9,558.45 | 9,558.45 |
| “ “ 53..... | 11,635.31 | 30,023.75 | 41,659.06 |
| “ “ 54..... | | 46,608.30 | 46,608.30 |
| “ “ 99..... | | 12,293.01 | 12,293.01 |
| Sidewalk: | | | |
| St. George..... | 400.00 | | 400.00 |
| | \$ 82,850.98 | \$ 509,996.41 | \$ 592,847.39 |
| Bruce: | | | |
| Highway No. 4..... | \$ 208.01 | \$ 31,588.35 | \$ 31,796.36 |
| “ “ 6..... | 212,189.12 | 219,573.56 | 431,762.68 |
| “ “ 9..... | 17,808.20 | 547,387.43 | 565,195.63 |
| “ “ 21..... | 363,089.81 | 101,022.06 | 464,111.87 |
| “ “ 86..... | 50,806.53 | 18,214.25 | 69,020.78 |
| Miscellaneous Surveys..... | 29.39 | | 29.39 |
| Sidewalk: | | | |
| Township of Arran..... | 4,998.11 | | 4,998.11 |
| Connecting Links: | | | |
| Town of Hanover..... | | 316.53 | 316.53 |
| Town of Kincardine..... | | 546.85 | 546.85 |
| Town of Walkerton..... | | 3,420.22 | 3,420.22 |
| Development Road: | | | |
| Southampton to Beach Road..... | 15,821.15 | | 15,821.15 |
| | \$ 664,950.32 | \$ 922,069.25 | \$ 1,587,019.57 |
| Carleton: | | | |
| Highway No. 15..... | \$ 7,499.87 | \$ 33,800.97 | \$ 41,300.84 |
| “ “ 16..... | 18,432.05 | 47,435.56 | 65,867.61 |
| “ “ 17..... | 569,021.84 | 429,113.38 | 998,135.22 |
| “ “ 29..... | | 6,590.73 | 6,590.73 |
| “ “ 31..... | 2,203.73 | 30,839.32 | 33,043.05 |
| “ “ 44..... | 9,967.27 | 12,855.60 | 22,822.87 |
| Miscellaneous Surveys..... | 5.72 | | 5.72 |
| Connecting Link: | | | |
| Town of Eastview..... | | 366.91 | 366.91 |
| Development Road: | | | |
| Torbolton Side Road..... | 23,932.26 | | 23,932.26 |
| | \$ 631,062.74 | \$ 561,002.47 | \$ 1,192,065.21 |
| Dufferin: | | | |
| Highway No. 9..... | \$ 15,024.05 | \$ 49,402.74 | \$ 64,426.79 |
| “ “ 10..... | 7,470.92 | 53,422.76 | 60,893.68 |
| “ “ 24..... | 58,227.36 | 30,898.86 | 89,126.22 |
| “ “ 89..... | 120.85 | 21,489.28 | 21,610.13 |
| “ “ 104..... | 79,247.64 | 4,053.54 | 83,301.18 |

| COUNTY | Construction | Maintenance | Total |
|--|-----------------|---------------|-----------------|
| Dufferin: (continued) | | | |
| Connecting Links: | | | |
| Town of Orangeville..... | | 427.40 | 427.40 |
| Village of Shelburne..... | | 1,139.73 | 1,139.73 |
| Development Road: | | | |
| Violet Hill-Perma Road..... | 2,366.15 | | 2,366.15 |
| | \$ 162,456.97 | \$ 160,834.31 | \$ 323,291.28 |
| Elgin: | | | |
| Highway No. 3..... | \$ 801,276.32 | \$ 104,563.89 | \$ 905,840.21 |
| " " 4..... | 613,718.82 | 22,232.05 | 635,950.87 |
| " " 19..... | | 49,087.50 | 49,087.50 |
| " " 73..... | 2,351.92 | 44,579.80 | 46,931.72 |
| " " 74..... | 27,267.10 | 64,039.73 | 91,306.83 |
| " " 75..... | | 7,813.48 | 7,813.48 |
| " " 76..... | | 10,329.85 | 10,329.85 |
| " " 77..... | | 12,506.70 | 12,506.70 |
| " " 401..... | 2,343.15 | | 2,343.15 |
| Miscellaneous Surveys..... | 30.60 | | 30.60 |
| Connecting Link: | | | |
| Town of Aylmer..... | | 380.00 | 380.00 |
| | \$ 1,446,987.91 | \$ 315,533.00 | \$ 1,762,520.91 |
| Essex: | | | |
| Highway No. 2..... | \$ 10,659.85 | \$ 25,913.66 | \$ 36,573.51 |
| " " 2B..... | | 553.66 | 553.66 |
| " " 3..... | 14,236.27 | 238,668.31 | 252,904.58 |
| " " 3B..... | | 141,230.63 | 141,230.63 |
| " " 18..... | 2,514.76 | 37,293.55 | 39,808.31 |
| " " 18A..... | 38,472.14 | 58,897.52 | 97,369.66 |
| " " 39..... | 37,171.95 | 17,008.25 | 54,180.20 |
| " " 98..... | 14,720.57 | 415,095.32 | 429,815.89 |
| " " 98A..... | | 862.40 | 862.40 |
| " " 107..... | | 777.15 | 777.15 |
| " " 401..... | 765,768.80 | | 765,768.80 |
| Peelee Island..... | 2,630.95 | 10,819.55 | 13,450.50 |
| Connecting Links: | | | |
| Town of Essex..... | | 334.96 | 334.96 |
| Town of Harrow..... | | 21.90 | 21.90 |
| Town of Kingsville..... | | 119.50 | 119.50 |
| Town of LaSalle..... | | 113.20 | 113.20 |
| Town of Leamington..... | | 278.84 | 278.84 |
| Town of Ojibway..... | | 148.00 | 148.00 |
| Town of Tecumseh..... | | 133.92 | 133.92 |
| | \$ 886,175.29 | \$ 948,270.32 | \$ 1,834,445.61 |
| Frontenac: | | | |
| Highway No. 2..... | \$ 2,691.37 | \$ 45,112.83 | \$ 47,804.20 |
| " " 2A..... | 1,471.16 | | 1,471.16 |
| " " 7..... | 104.15 | 44,422.89 | 44,527.04 |
| " " 15..... | 13,767.21 | 33,945.05 | 47,712.26 |
| " " 33..... | 101.65 | 11,837.84 | 11,939.49 |
| " " 38..... | 21,485.63 | 105,508.57 | 126,994.20 |
| " " 41..... | | 13,107.60 | 13,107.60 |
| " " 95..... | 959.38 | 16,995.39 | 17,954.77 |
| " " 96..... | 8,021.17 | 43,306.86 | 51,328.03 |
| " " 401..... | 199,045.66 | | 199,045.66 |
| Development Roads: | | | |
| Clarendon southerly to Hwy. 7..... | | 9,544.30 | 9,544.30 |
| Plevna westerly to Hwy. 41..... | | 21,013.09 | 21,013.09 |
| Parham-Mountain Grove..... | 25,420.22 | | 25,420.22 |
| Tamworth-Arden-Harlowe..... | 10,703.07 | | 10,703.07 |
| Township Road No. 16-Loughborough..... | 787.50 | | 787.50 |
| Denbigh-Plevna..... | 8,104.76 | | 8,104.76 |

| COUNTY | Construction | Maintenance | Total |
|-------------------------------|---------------|---------------|---------------|
| Frontenac: (continued) | | | |
| Ardoch-Clarendon..... | 12,626.72 | ..... | 12,626.72 |
| Perth Road..... | 42,907.34 | ..... | 42,907.34 |
| Petworth Road..... | 4,010.40 | ..... | 4,010.40 |
| | \$ 352,207.39 | \$ 344,794.42 | \$ 697,001.81 |
| Grey: | | | |
| Highway No. 4..... | \$ 6,521.66 | \$ 62,435.19 | \$ 68,956.85 |
| “ “ 6..... | 266,968.17 | 114,380.24 | 381,348.41 |
| “ “ 10..... | 5,615.87 | 67,682.28 | 73,298.15 |
| “ “ 21..... | 1,236.51 | 20,515.35 | 21,751.86 |
| “ “ 24..... | 106,091.75 | 7,282.84 | 113,374.59 |
| “ “ 26..... | 114,284.98 | 67,075.98 | 181,360.96 |
| Sidewalk: | | | |
| Village of Desboro..... | 128.53 | ..... | 128.53 |
| Connecting Links: | | | |
| Village of Chatsworth..... | ..... | 213.70 | 213.70 |
| Town of Durham..... | ..... | 1,153.97 | 1,153.97 |
| Village of Flesherton..... | ..... | 448.77 | 448.77 |
| Town of Hanover..... | ..... | 949.61 | 949.61 |
| Village of Markdale..... | ..... | 641.10 | 641.10 |
| Town of Meaford..... | ..... | 1,813.81 | 1,813.81 |
| Town of Thornbury..... | ..... | 491.32 | 491.32 |
| Development Roads: | | | |
| Beaver Valley Road..... | 8,141.63 | ..... | 8,141.63 |
| Balmy Beach Road..... | 917.50 | ..... | 917.50 |
| Pyette Point-Big Bay..... | 2,749.64 | ..... | 2,749.64 |
| | \$ 512,656.24 | \$ 345,084.16 | \$ 857,740.40 |
| Haldimand: | | | |
| Highway No. 3..... | \$ 75,642.70 | \$ 81,312.49 | \$ 156,955.19 |
| “ “ 6..... | 2,458.61 | 40,974.16 | 43,432.77 |
| “ “ 54..... | 34,609.46 | 33,305.10 | 67,914.56 |
| “ “ 56..... | 369,292.02 | 16,490.46 | 385,782.48 |
| Connecting Links: | | | |
| Village of Caledonia..... | ..... | 85.02 | 85.02 |
| Village of Cayuga..... | ..... | 70.35 | 70.35 |
| Town of Dunnville..... | ..... | 274.19 | 274.19 |
| Village of Hagersville..... | ..... | 105.93 | 105.93 |
| Village of Jarvis..... | ..... | 247.77 | 247.77 |
| | \$ 482,002.79 | \$ 172,865.47 | \$ 654,868.26 |
| Halton: | | | |
| Highway No. 2..... | \$ 7,155.79 | \$ 284,833.62 | \$ 291,989.41 |
| “ “ 5..... | 18,656.80 | 45,181.55 | 63,838.35 |
| “ “ 7..... | 1,098.78 | 54,202.90 | 55,301.68 |
| “ “ 20..... | ..... | 39,411.51 | 39,411.51 |
| “ “ 25..... | 8,625.19 | 140,878.85 | 149,504.04 |
| “ “ 401..... | 1,136.45 | ..... | 1,136.45 |
| Queen Elizabeth Way..... | 104,222.45 | 129,951.93 | 234,174.38 |
| Miscellaneous Surveys..... | 294.39 | ..... | 294.39 |
| Connecting Links: | | | |
| Village of Acton..... | ..... | 255.91 | 255.91 |
| Town of Burlington..... | ..... | 302.38 | 302.38 |
| Town of Georgetown..... | ..... | 133.90 | 133.90 |
| Town of Milton..... | ..... | 152.75 | 152.75 |
| | \$ 141,189.85 | \$ 695,305.30 | \$ 836,495.15 |
| Hastings: | | | |
| Highway No. 2..... | \$ 345.42 | \$ 59,212.48 | \$ 59,557.90 |
| “ “ 401..... | 4,682.93 | ..... | 4,682.93 |
| “ “ 7..... | 425,180.78 | 94,032.11 | 519,212.89 |
| “ “ 14..... | 27,216.73 | 45,917.55 | 73,134.28 |

| COUNTY | Construction | Maintenance | Total |
|-----------------------------------|-----------------|---------------|-----------------|
| Hastings: (continued) | | | |
| Highway No. 28 | 201,800.21 | 49,852.58 | 251,652.79 |
| " " 33 | 682.69 | 22,410.71 | 23,093.40 |
| " " 37 | 18,336.23 | 80,869.87 | 99,206.10 |
| " " 62 | 549,248.06 | 165,552.99 | 714,801.05 |
| Sidewalks: | | | |
| Marmora | 334.84 | | 334.84 |
| Marlbank | 277.75 | | 277.75 |
| Corbyville | 1,911.24 | | 1,911.24 |
| Connecting Links: | | | |
| Town of Bancroft | | 1,415.72 | 1,415.72 |
| Town of Deseronto | | 1,679.34 | 1,679.34 |
| Village of Madoc | | 1,389.94 | 1,389.94 |
| Village of Marmora | | 586.44 | 586.44 |
| Development Roads: | | | |
| Kirkfield-Kinmount-Bancroft | | 22,383.54 | 22,383.54 |
| Combermere-New Carlow | | 5,413.13 | 5,413.13 |
| Maynooth-Whitney | 35.00 | 14,391.23 | 14,426.23 |
| Bancroft-Hermon | | 35,741.95 | 35,741.95 |
| Wollaston-Lake Township | 5,154.28 | | 5,154.28 |
| Napanee-Marysville | 17,534.67 | 977.10 | 18,511.77 |
| Kingsford-Hill Road | 5,143.17 | | 5,143.17 |
| Frankford-Foxboro | 38,104.87 | | 38,104.87 |
| Detlor-Egan Creek | 9,654.34 | | 9,654.34 |
| Weslemkoon Lake Road | 7,869.55 | | 7,869.55 |
| | \$ 1,313,512.76 | \$ 601,826.68 | \$ 1,915,339.44 |
| Huron: | | | |
| Highway No. 4 | \$ 50,508.25 | \$ 446,096.77 | \$ 496,605.02 |
| " " 8 | 15,375.70 | 62,029.55 | 77,405.25 |
| " " 9 | 4,303.26 | 30,006.21 | 34,309.47 |
| " " 21 | 104,606.24 | 99,490.94 | 204,097.18 |
| " " 23 | 5,694.92 | 10,261.77 | 15,956.69 |
| " " 81 | 157.33 | 5,729.41 | 5,886.94 |
| " " 83 | 2,014.39 | 62,100.42 | 64,114.81 |
| " " 84 | 26,870.98 | 28,695.97 | 55,566.95 |
| " " 86 | 100,949.16 | 71,577.47 | 172,526.63 |
| " " 87 | 61,138.26 | 44,580.14 | 105,718.40 |
| Sidewalks: | | | |
| Township of Gray | 374.02 | | 374.02 |
| Township of Hay | 68.80 | | 68.80 |
| Township of Turnberry | 162.40 | | 162.40 |
| Connecting Link: | | | |
| Town of Wingham | | 52.65 | 52.65 |
| | \$ 372,223.91 | \$ 860,621.30 | \$ 1,232,845.21 |
| Kent: | | | |
| Highway No. 2 | \$ 1,246.56 | \$ 42,100.34 | \$ 43,346.90 |
| " " 3 | 316,006.19 | 44,530.57 | 360,536.76 |
| " " 21 | 8,722.60 | 27,143.59 | 35,866.19 |
| " " 40 | 5,739.49 | 19,824.57 | 25,564.06 |
| " " 78 | 470,323.11 | 8,450.54 | 478,773.65 |
| " " 79 | 186,456.40 | 3,731.20 | 190,187.60 |
| " " 98 | 4,407.40 | 23,569.31 | 27,976.71 |
| " " 401 | 8,798.82 | | 8,798.82 |
| Miscellaneous Surveys | 11.44 | | 11.44 |
| Sidewalks: | | | |
| Village of Merlin | 521.67 | | 521.67 |
| Township of Chatham | 297.47 | | 297.47 |
| Connecting Links: | | | |
| Town of Blenheim | | 3,024.33 | 3,024.33 |
| Town of Bothwell | 52,653.47 | 49.40 | 52,702.87 |
| Village of Dresden | | 71.71 | 71.71 |
| Town of Ridgetown | | 94.85 | 94.85 |
| Village of Thamesville | | 66.45 | 66.45 |

| COUNTY | | Construction | Maintenance | Total |
|--|--|-----------------|---------------|-----------------|
| Kent: (continued) | | | | |
| Town of Tilbury..... | | | 156.13 | 156.13 |
| Town of Wallaceburg..... | | | 697.07 | 697.07 |
| Town of Wheatley..... | | | 4,540.20 | 4,540.20 |
| | | \$ 1,055,184.62 | \$ 178,050.26 | \$ 1,233,234.88 |
| Lambton: | | | | |
| Highway No. 7..... | | \$ 19,374.79 | \$ 68,514.24 | \$ 87,889.03 |
| " " 21..... | | 5,054.89 | 86,428.06 | 91,482.95 |
| " " 22..... | | 154,930.02 | 4,130.85 | 159,060.87 |
| " " 40..... | | 13,424.76 | 63,326.12 | 76,750.88 |
| " " 79..... | | 243,733.85 | 26,430.33 | 270,164.18 |
| " " 80..... | | 48.39 | 8,964.77 | 9,013.16 |
| " " 82..... | | | 17,268.93 | 17,268.93 |
| " " 401..... | | 492.61 | 6.59 | 499.20 |
| " " 402..... | | 177,567.34 | 5,174.83 | 182,742.17 |
| Miscellaneous Surveys..... | | 370.23 | | 370.23 |
| Connecting Links: | | | | |
| Village of Alvinstown..... | | 9,793.54 | | 9,793.54 |
| Village of Thedford..... | | | 114.60 | 114.60 |
| Development Road: | | | | |
| Bridgden Sideroad..... | | 24,047.00 | | 24,047.00 |
| | | \$ 648,837.42 | \$ 280,359.32 | \$ 929,196.74 |
| Lanark: | | | | |
| Highway No. 7..... | | \$ 309,119.98 | \$ 28,875.90 | \$ 337,995.88 |
| " " 15..... | | 10,795.90 | 81,182.47 | 91,978.37 |
| " " 29..... | | 1,929.61 | 51,489.31 | 53,418.92 |
| " " 44..... | | 8,409.89 | 4,716.15 | 13,126.04 |
| " " 110..... | | | 2,387.47 | 2,387.47 |
| Development Roads: | | | | |
| Calabogie-White-Lanark..... | | 125.50 | 24,401.91 | 24,527.41 |
| Perth-Lanark..... | | 132,821.56 | 37,251.33 | 170,072.89 |
| Union Hall Road..... | | 13,846.55 | | 13,846.55 |
| Bellamy Road..... | | 2,059.95 | | 2,059.95 |
| Christie Lake Road..... | | 9,946.66 | | 9,946.66 |
| McCue-Port Elmsley..... | | 4,823.46 | | 4,823.46 |
| Wayside-Tennyson Road..... | | 29,117.53 | | 29,117.53 |
| Rosetta Road..... | | 36,242.16 | | 36,242.16 |
| French Line in Darling Township..... | | 5,176.85 | | 5,176.85 |
| Maberley-Bollingbroke..... | | 20,085.83 | | 20,085.83 |
| Elphin Snow Road..... | | 11,077.82 | | 11,077.82 |
| | | \$ 595,579.25 | \$ 230,304.54 | \$ 825,883.79 |
| Leeds and Grenville: | | | | |
| Highway No. 2..... | | \$ 5,834.04 | \$ 178,179.33 | \$ 184,013.37 |
| " " 2A..... | | 1,172.57 | | 1,172.57 |
| " " 2S..... | | | 1,789.65 | 1,789.65 |
| " " 15..... | | 78,116.58 | 60,453.07 | 138,569.65 |
| " " 16..... | | 2,194.08 | 39,512.31 | 41,706.39 |
| " " 29..... | | 49,480.72 | 423,145.05 | 472,625.77 |
| " " 32..... | | 1,157.68 | 16,057.99 | 17,215.67 |
| " " 42..... | | 79,044.92 | 49,737.71 | 128,782.63 |
| " " 401..... | | 98,651.18 | 142,595.68 | 241,246.86 |
| Miscellaneous Surveys..... | | 7.80 | | 7.80 |
| Sidewalk: | | | | |
| Village of Elgin..... | | 520.50 | | 520.50 |
| Connecting Link: | | | | |
| Village of Kemptville..... | | | 785.84 | 785.84 |
| Development Roads: | | | | |
| Easton's Corners-Kilmarnock Locks..... | | 13,998.15 | | 13,998.15 |
| Wesport-Bollingbroke Road..... | | 9,524.25 | | 9,524.25 |
| Rideau River Road..... | | 24,235.19 | | 24,235.19 |
| Maynard-S. Augusta..... | | 10,620.37 | | 10,620.37 |
| Crystal Rock-Brouseville..... | | 17,478.00 | | 17,478.00 |
| | | \$ 392,036.03 | \$ 912,256.63 | \$ 1,304,292.66 |

| COUNTY | Construction | Maintenance | Total |
|-----------------------------------|---------------|---------------|-----------------|
| Lennox and Addington: | | | |
| Highway No. 2 | \$ 13,112.41 | \$ 40,537.65 | \$ 53,650.06 |
| " " 2A | 1,952.00 | | 1,952.00 |
| " " 7 | 5.00 | 15,857.18 | 15,862.18 |
| " " 33 | 13,176.69 | 38,399.66 | 51,576.35 |
| " " 41 | 313,437.55 | 130,180.95 | 443,618.50 |
| Ferries | | 25,872.32 | 25,872.32 |
| Development Roads: | | | |
| Napanee-Marysville | 31,897.46 | 1,773.26 | 33,670.72 |
| Kingsford Hill Road | 5,143.17 | | 5,143.17 |
| Amherst Island | 31,544.20 | | 31,544.20 |
| Bellrock-Enterprise | 6,156.33 | | 6,156.33 |
| Hay Bay Road | 8,316.86 | | 8,316.86 |
| Milsap-Varty Lake Road | 1,997.45 | | 1,997.45 |
| | \$ 426,739.12 | \$ 252,621.02 | \$ 679,360.14 |
| Lincoln: | | | |
| Highway No. 8 | \$ 27.86 | \$ 92,299.85 | \$ 92,327.71 |
| " " 8A | | 7,424.18 | 7,424.18 |
| " " 20 | 3,083.69 | 61,598.54 | 64,682.23 |
| " " 57 | | 40,219.35 | 40,219.35 |
| " " 58 | | 4,224.90 | 4,224.90 |
| Queen Elizabeth Way | 60,453.85 | 156,996.29 | 217,450.14 |
| Connecting Link: | | | |
| Town of Grimsby | | 617.52 | 617.52 |
| | \$ 63,565.40 | \$ 363,380.63 | \$ 426,946.03 |
| Middlesex: | | | |
| Highway No. 2 | \$ 92,018.06 | 418,573.54 | 510,591.60 |
| " " 4 | 7,658.61 | 54,327.98 | 61,986.59 |
| " " 7 | 5,972.82 | 50,700.18 | 56,673.00 |
| " " 22 | 514,188.47 | 47,390.81 | 561,579.28 |
| " " 23 | 9,321.32 | 17,194.99 | 26,516.31 |
| " " 73 | 86,968.37 | 37,509.50 | 124,477.87 |
| " " 74 | 2,654.00 | 10,270.04 | 12,924.04 |
| " " 80 | 2,360.02 | 44,725.99 | 47,086.01 |
| " " 81 | 1,037.60 | 94,444.42 | 95,482.02 |
| " " 401 | 42,968.89 | | 42,968.89 |
| Miscellaneous Surveys | 143.71 | | 143.71 |
| | \$ 765,291.87 | \$ 775,137.45 | \$ 1,540,429.32 |
| Norfolk: | | | |
| Highway No. 3 | \$ 671,211.71 | \$ 53,178.15 | \$ 724,389.86 |
| " " 6 | | 26,708.39 | 26,708.39 |
| " " 19 | | 4,740.83 | 4,740.83 |
| " " 24 | 5,587.08 | 41,249.30 | 46,836.38 |
| " " 59 | | 4,137.13 | 4,137.13 |
| Sidewalks: | | | |
| Village of Langton | 357.92 | | 357.92 |
| Connecting Link: | | | |
| Town of Simcoe | | 82.49 | 82.49 |
| Development Road: | | | |
| Approach to Long Point Park | 10,406.04 | | 10,406.04 |
| | \$ 687,562.75 | \$ 130,096.29 | \$ 817,659.04 |
| Northumberland and Durham: | | | |
| Highway No. 2 | \$ 26,443.97 | \$ 160,517.00 | \$ 186,960.97 |
| " " 2A | 3,650.72 | 1,626.96 | 5,277.68 |
| " " 7A | 59,138.73 | 64,351.04 | 123,489.77 |
| " " 28 | 4,425.02 | 65,747.46 | 70,172.48 |
| " " 30 | 192,944.08 | 100,818.93 | 293,763.01 |
| " " 33 | | 113,994.96 | 113,994.96 |
| " " 35 | 9,210.07 | 49,645.80 | 58,855.87 |

| COUNTY | Construction | Maintenance | Total |
|--|-----------------|---------------|-----------------|
| Northumberland and Durham (continued) | | | |
| Highway No. 45..... | 11,581.46 | 41,406.36 | 52,987.82 |
| " " 106..... | 4,804.85 | 16,449.62 | 21,254.47 |
| " " 401..... | 1,334,602.36 | 23,626.26 | 1,358,228.62 |
| Peterborough Cut-Off..... | 45,396.12 | ..... | 45,396.12 |
| Miscellaneous Surveys..... | 40.18 | ..... | 40.18 |
| Connecting Links: | | | |
| Village of Brighton..... | ..... | 291.73 | 291.73 |
| Town of Campbellford..... | ..... | 381.28 | 381.28 |
| Village of Colborne..... | ..... | 19.35 | 19.35 |
| Village of Hastings..... | ..... | 172.88 | 172.88 |
| Village of Newcastle..... | ..... | 22.00 | 22.00 |
| Town of Port Hope..... | 8,808.22 | 365.79 | 9,174.01 |
| Development Roads: | | | |
| Road to Presqu'ile Park..... | 62,760.64 | ..... | 62,760.64 |
| Dale-Baltimore..... | 51,750.95 | ..... | 51,750.95 |
| | \$ 1,815,557.37 | \$ 639,437.42 | \$ 2,454,994.79 |
| Ontario: | | | |
| Highway No. 2..... | \$ 171.77 | \$ 61,587.09 | \$ 61,758.86 |
| " " 2A..... | 1,311.42 | 2,894.63 | 4,206.05 |
| " " 7..... | 314,544.76 | 33,658.03 | 348,202.79 |
| " " 7A..... | 271.71 | 7,755.46 | 8,027.17 |
| " " 12..... | 22,969.09 | 124,608.85 | 147,577.94 |
| " " 47..... | 14,269.23 | 67,138.83 | 81,408.06 |
| " " 48..... | ..... | 10,937.37 | 10,937.37 |
| " " 69..... | 132,890.73 | 93,786.30 | 226,677.03 |
| " " 401..... | 689,538.16 | 106,444.72 | 795,982.88 |
| Miscellaneous Surveys..... | 54.97 | ..... | 54.97 |
| Sidewalks: | | | |
| Village of Brechin..... | 1,666.72 | ..... | 1,666.72 |
| Connecting Links: | | | |
| Village of Beaverton..... | ..... | 7.50 | 7.50 |
| Village of Port Perry..... | ..... | 315.75 | 315.75 |
| Town of Whitby..... | ..... | 520.35 | 520.35 |
| Development Road: | | | |
| Rama-Dalton..... | 6,642.00 | ..... | 6,642.00 |
| | \$ 1,184,234.96 | \$ 480,925.72 | \$ 1,665,160.68 |
| Oxford: | | | |
| Highway No. 2..... | \$ 60,099.10 | \$ 145,864.76 | \$ 205,963.86 |
| " " 3..... | ..... | 5,033.52 | 5,033.52 |
| " " 19..... | 13,558.16 | 72,727.54 | 86,285.70 |
| " " 53..... | 2,316.15 | 7,778.84 | 10,094.99 |
| " " 59..... | ..... | 45,073.86 | 45,073.86 |
| " " 97..... | 149,866.21 | 53,132.65 | 202,998.86 |
| " " 100..... | 1,820.42 | 50,745.22 | 52,565.64 |
| " " 401..... | 45,540.96 | ..... | 45,540.96 |
| Sidewalks: | | | |
| Township of East Zorra..... | 147.50 | ..... | 147.50 |
| | \$ 273,348.50 | \$ 380,356.39 | \$ 653,704.89 |
| Peel: | | | |
| Highway No. 2..... | \$ 4,636.18 | \$ 41,176.90 | \$ 45,813.08 |
| " " 5..... | 29,507.83 | 33,650.22 | 63,158.05 |
| " " 7..... | 2,185.28 | 35,686.75 | 37,872.03 |
| " " 9..... | 14,544.79 | 44,046.14 | 58,590.93 |
| " " 10..... | 124,589.27 | 84,477.29 | 209,066.56 |
| " " 24..... | 3,801.94 | 33,438.23 | 37,240.17 |
| " " 50..... | 462.69 | 32,186.35 | 32,649.04 |
| " " 51..... | ..... | 8,505.53 | 8,505.53 |
| " " 401..... | 3,295.43 | ..... | 3,295.43 |
| Queen Elizabeth Way..... | 737,968.88 | 49,279.36 | 787,248.24 |
| Miscellaneous Surveys..... | 46.65 | ..... | 46.65 |
| Connecting Link: | | | |
| Town of Port Credit..... | ..... | 584.06 | 584.06 |
| | \$ 921,038.94 | \$ 363,030.83 | \$ 1,284,069.77 |

| COUNTY | Construction | Maintenance | Total |
|---|-----------------|---------------|-----------------|
| Perth: | | | |
| Highway No. 7..... | \$ 7,851.14 | \$ 325,220.64 | \$ 333,071.78 |
| “ “ 8..... | 67,883.03 | 41,104.56 | 108,987.59 |
| “ “ 19..... | 158,494.32 | 91,929.76 | 250,424.08 |
| “ “ 23..... | 21,808.07 | 106,543.77 | 128,351.84 |
| “ “ 83..... | 17.16 | 8,591.02 | 8,608.18 |
| “ “ 86..... | 188,990.75 | 36,808.66 | 225,799.41 |
| “ “ 100..... | ..... | 6,044.80 | 6,044.80 |
| Miscellaneous Surveys..... | 127.21 | ..... | 127.21 |
| Sidewalks: | | | |
| Township of Ellice..... | 200.48 | ..... | 200.48 |
| Township of Logan..... | 318.82 | ..... | 318.82 |
| Township of Elma..... | 400.00 | ..... | 400.00 |
| Connecting Links: | | | |
| Town of Listowel..... | ..... | 955.82 | 955.82 |
| Town of Mitchell..... | ..... | 773.50 | 773.50 |
| Town of Palmerston..... | ..... | 19.55 | 19.55 |
| | \$ 446,090.98 | \$ 617,992.08 | \$ 1,064,083.06 |
| Peterborough: | | | |
| Highway No. 7..... | \$ 20,921.97 | \$ 55,516.25 | \$ 76,438.22 |
| “ “ 7A..... | ..... | 1,008.44 | 1,008.44 |
| “ “ 28..... | 800,138.71 | 178,980.18 | 979,118.89 |
| “ “ 30..... | 70,412.68 | 2,601.11 | 73,013.79 |
| “ “ 36..... | 39,015.39 | 53,507.05 | 92,522.44 |
| “ “ 45..... | 217.16 | 10,123.01 | 10,340.17 |
| Connecting Links: | | | |
| Village of Lakefield..... | ..... | 552.42 | 552.42 |
| Development Roads: | | | |
| Bobcaygeon-Kinmount-Minden..... | 75,864.78 | 12,721.74 | 88,586.52 |
| Gooderham-Rockcroft-Hwy. 36..... | 2,427.32 | 19,881.25 | 22,308.57 |
| Apsley-Chandos Lake Loop..... | 4,047.32 | 70,087.97 | 74,135.29 |
| Havelock-Lasswade..... | 14,294.32 | ..... | 14,294.32 |
| Chandos-Glenalda..... | 22,160.70 | ..... | 22,160.70 |
| Clear Lake Road..... | 5,698.08 | ..... | 5,698.08 |
| Church Line Road..... | 5,497.67 | ..... | 5,497.67 |
| | \$ 1,060,696.10 | \$ 404,979.42 | \$ 1,465,675.52 |
| Prescott and Russell: | | | |
| Highway No. 17..... | \$ 1,391,803.93 | \$ 124,906.03 | \$ 1,516,709.96 |
| “ “ 34..... | ..... | 16,221.26 | 16,221.26 |
| Miscellaneous Surveys..... | 25.10 | ..... | 25.10 |
| Sidewalks: | | | |
| Village of Russell..... | 1,442.10 | ..... | 1,442.10 |
| Village of Embrun..... | 461.46 | ..... | 461.46 |
| Village of St. Eugene..... | 1,160.49 | ..... | 1,160.49 |
| Villages of Bourget, Clarence Creek and and Hammond..... | 5,994.66 | ..... | 5,994.66 |
| | \$ 1,400,887.74 | \$ 141,127.29 | \$ 1,542,015.03 |
| Prince Edward: | | | |
| Highway No. 14..... | \$ 111.66 | \$ 23,252.40 | \$ 23,364.06 |
| “ “ 33..... | 219,442.63 | 36,863.92 | 256,306.55 |
| “ “ 41..... | 432.91 | 10,801.89 | 11,234.80 |
| Ferries..... | 146,861.98 | 25,872.33 | 172,734.31 |
| Connecting Links: | | | |
| Town of Picton..... | 23,729.85 | 331.85 | 24,061.70 |
| Development Roads: | | | |
| Stinson Block Road..... | 7,880.18 | ..... | 7,880.18 |
| | \$ 398,459.21 | \$ 97,122.39 | \$ 495,581.60 |

| COUNTY | | Construction | Maintenance | Total |
|--|--|-----------------|---------------|-----------------|
| Renfrew: | | | | |
| Highway No. 17 | | \$ 279,503.08 | \$ 315,578.95 | \$ 595,082.03 |
| “ “ 29 | | | 1,230.80 | 1,230.80 |
| “ “ 41 | | 3,540.35 | 54,787.65 | 58,328.00 |
| “ “ 60 | | 9,802.74 | 130,429.11 | 140,231.85 |
| “ “ 62 | | 38,354.73 | 78,352.22 | 116,706.95 |
| Connecting Link: | | | | |
| Town of Renfrew | | | 1,009.63 | 1,009.63 |
| Development Roads: | | | | |
| Burnstown—Calabogie—Black Donald | | | 48,556.34 | 48,556.34 |
| Calabogie—White—Lanark | | | 13,447.06 | 13,447.06 |
| Dacre—Hyndford | | | 18,139.17 | 18,139.17 |
| Eganville—Lake Clear—Cormac | | | 72,497.12 | 72,497.12 |
| Brudenell—Killaloe—Round Lake | | | 65,475.85 | 65,475.85 |
| Combermere—Quadeville | | | 33,192.56 | 33,192.56 |
| Combermere—New Carlow | | | 4,458.71 | 4,458.71 |
| Eganville—Pembroke | | 21,586.71 | | 21,586.71 |
| Eganville—Northcote—Douglas | | 183,277.36 | 8,665.40 | 191,942.76 |
| Sand Point—Castelford | | 12,998.81 | | 12,998.81 |
| Dacre—Shamrock—Renfrew | | 63,843.36 | | 63,843.36 |
| Opeongo Road—Gratton Township | | 3,000.00 | | 3,000.00 |
| Hardwood—Snake River | | 3,942.65 | | 3,942.65 |
| Schutt—Palmer Road | | 4,877.01 | | 4,877.01 |
| Quadeville—Foymount | | 4,998.55 | | 4,998.55 |
| | | \$ 629,725.35 | \$ 845,820.57 | \$ 1,475,545.92 |
| Simcoe: | | | | |
| Highway No. 9 | | \$ 37.35 | \$ 60,103.61 | \$ 60,140.96 |
| “ “ 11 | | 470,925.53 | 167,396.73 | 638,322.26 |
| “ “ 12 | | 17,439.39 | 71,035.92 | 88,475.31 |
| “ “ 24 | | 298,754.15 | 34,404.06 | 333,158.21 |
| “ “ 26 | | 6,710.45 | 106,629.45 | 113,339.90 |
| “ “ 27 | | 12,175.33 | 149,519.52 | 161,694.85 |
| “ “ 88 | | 4,419.38 | 13,815.84 | 18,235.22 |
| “ “ 89 | | 409.50 | 31,602.97 | 32,012.47 |
| “ “ 90 | | 150.61 | 37,745.83 | 37,896.44 |
| “ “ 91 | | | 15,587.68 | 15,587.68 |
| “ “ 92 | | | 19,958.17 | 19,958.17 |
| “ “ 93 | | 10,582.25 | 57,792.99 | 68,375.24 |
| “ “ 103 | | 16,419.97 | 18,447.01 | 34,866.98 |
| “ “ 400 | | 3,828,620.74 | 104,155.05 | 3,932,775.79 |
| Miscellaneous Surveys | | 106.72 | | 106.72 |
| Sidewalks: | | | | |
| Village of Stroud | | 573.93 | | 573.93 |
| Connecting Links: | | | | |
| Town of Alliston | | | 348.70 | 348.70 |
| Village of Coldwater | | | 2,002.91 | 2,002.91 |
| Town of Orillia | | | 2,445.23 | 2,445.23 |
| Village of Port McNicoll | | | 1,799.95 | 1,799.95 |
| Village of Victoria Harbour | | | 2,727.23 | 2,727.23 |
| Development Roads: | | | | |
| Seyvern Falls—Big Chute Road | | 841.11 | 1,239.26 | 2,080.37 |
| Sunnisdale Road Hill | | 4,272.55 | | 4,272.55 |
| Bradford South to Drainage Canal | | 4,064.70 | | 4,064.70 |
| Hillsdale Road | | 6,957.88 | | 6,957.88 |
| Champlain Road—Tiny Township | | 788.70 | | 788.70 |
| | | \$ 4,684,345.84 | \$ 927,487.27 | \$ 5,611,833.11 |
| Stormont, Dundas and Glengarry: | | | | |
| Highway No. 2 | | \$ 62,166.55 | \$ 168,463.70 | \$ 230,630.25 |
| “ “ 2A | | 808.58 | | 808.58 |
| “ “ 31 | | 1,009.77 | 246,907.77 | 247,916.84 |
| “ “ 34 | | 80.61 | 43,093.45 | 43,174.06 |
| “ “ 43 | | 758,631.98 | 71,943.46 | 830,575.44 |
| “ “ 401 | | 20,719.36 | | 20,719.36 |

| COUNTY | Construction | Maintenance | Total |
|---|---------------|---------------|-----------------|
| Stormont, Dundas and Glengarry: (cont'd) | | | |
| Sidewalks: | | | |
| Village of Glen Robertson..... | 972.10 | ..... | 972.10 |
| Village of Morewood..... | 266.70 | ..... | 266.70 |
| Village of Avonmore..... | 327.72 | ..... | 327.72 |
| Connecting Links: | | | |
| Village of Iroquois..... | ..... | 221.08 | 221.08 |
| Village of Winchester..... | ..... | 537.35 | 537.35 |
| Development Roads: | | | |
| Winchester-Rose Haven..... | 16,962.69 | ..... | 16,962.69 |
| Alexandria-Glen Robertson..... | 21,304.16 | ..... | 21,304.16 |
| Hainsville Road..... | 4,953.56 | ..... | 4,953.56 |
| | \$ 888,203.78 | \$ 531,166.11 | \$ 1,419,369.89 |
| Victoria: | | | |
| Highway No. 7..... | \$ 350,905.69 | \$ 52,141.19 | \$ 403,046.88 |
| “ “ 35..... | 269,933.82 | 57,026.06 | 326,959.88 |
| “ “ 36..... | 45,325.22 | 23,618.12 | 68,943.34 |
| “ “ 46..... | 110,142.44 | 95,111.73 | 205,254.17 |
| Miscellaneous Surveys..... | 91.80 | ..... | 91.80 |
| Connecting Links: | | | |
| Town of Lindsay..... | 3,966.98 | 1,271.73 | 5,238.71 |
| Village of Omeme..... | ..... | 593.04 | 593.04 |
| Development Roads: | | | |
| Kirkfield-Kinmount-Bancroft..... | 36,195.04 | 44,745.88 | 80,940.92 |
| Uphill southerly to Highway 46..... | 9,048.76 | 6,628.22 | 15,676.98 |
| Union Creek-Fell Station..... | ..... | 5,632.42 | 5,632.42 |
| Bobcaygeon-Kinmount-Minden..... | 75,976.44 | 12,721.73 | 88,698.17 |
| Rama-Dalton..... | 1,458.00 | ..... | 1,458.00 |
| Head Lake Road..... | 13,800.00 | ..... | 13,800.00 |
| | \$ 916,844.19 | \$ 299,490.12 | \$ 1,216,334.31 |
| Waterloo: | | | |
| Highway No. 7..... | \$ 10,652.13 | \$ 40,016.95 | \$ 50,669.08 |
| “ “ 8..... | 35,963.48 | 27,476.13 | 63,439.61 |
| “ “ 24..... | 912.08 | 19,875.10 | 20,787.18 |
| “ “ 24A..... | ..... | 9,704.74 | 9,704.74 |
| “ “ 85..... | 253,662.63 | 16,430.92 | 270,093.55 |
| “ “ 86..... | 3,283.63 | 48,382.26 | 51,665.89 |
| “ “ 97..... | 16.72 | 22,202.17 | 22,218.89 |
| “ “ 401..... | 2,811.84 | ..... | 2,811.84 |
| Miscellaneous Surveys..... | 120.44 | ..... | 120.44 |
| Sidewalks: | | | |
| Village of Baden..... | 102.43 | ..... | 102.43 |
| Connecting Links: | | | |
| Town of Hespeler..... | ..... | 14,071.15 | 14,071.15 |
| Town of Preston..... | ..... | 280.15 | 280.15 |
| | \$ 307,525.38 | \$ 198,439.57 | \$ 505,964.95 |
| Welland: | | | |
| Highway No. 3..... | \$ 1,135.85 | \$ 75,070.78 | \$ 76,206.63 |
| “ “ 3A..... | 259.52 | 31,645.14 | 31,904.66 |
| “ “ 3C..... | ..... | 15,835.40 | 15,835.40 |
| “ “ 8..... | 2,602.25 | 7,603.60 | 10,205.85 |
| “ “ 20..... | 120.20 | 66,283.47 | 66,403.67 |
| “ “ 57..... | ..... | 86,485.33 | 86,485.33 |
| “ “ 58..... | 27.28 | 18,479.67 | 18,506.95 |
| Queen Elizabeth Way..... | 73,402.37 | 168,208.83 | 241,611.20 |
| Sidewalks: | | | |
| Township of Crowland..... | 3,155.24 | ..... | 3,155.24 |
| | \$ 80,702.71 | \$ 469,612.22 | \$ 550,314.93 |

| COUNTY | | Construction | Maintenance | Total |
|-------------------------|--|-----------------|-----------------|-----------------|
| Wellington: | | | | |
| Highway No. 6 | | \$ 105,692.89 | \$ 122,918.88 | \$ 228,611.77 |
| " " 7 | | 176.68 | 34,539.88 | 34,716.56 |
| " " 9 | | 13,682.62 | 250,553.07 | 264,235.69 |
| " " 23 | | | 7,059.93 | 7,059.93 |
| " " 24 | | 359,944.22 | 57,942.78 | 417,887.00 |
| " " 86 | | 100,645.39 | 43,184.42 | 143,829.81 |
| " " 87 | | 1,557.30 | 13,609.72 | 15,167.02 |
| " " 401 | | 1,136.46 | | 1,136.46 |
| Miscellaneous Surveys | | 21.71 | | 21.71 |
| Connecting Links: | | | | |
| Town of Arthur | | | 775.20 | 775.20 |
| Village of Fergus | | | 307.44 | 307.44 |
| Town of Mount Forest | | | 1,130.18 | 1,130.18 |
| | | \$ 582,857.27 | \$ 532,021.50 | \$ 1,114,878.77 |
| Wentworth: | | | | |
| Highway No. 2 | | \$ 582,876.31 | \$ 97,893.55 | \$ 680,769.86 |
| " " 5 | | 35,369.65 | 542,933.38 | 578,303.03 |
| " " 6 | | 191,594.22 | 102,573.47 | 294,167.69 |
| " " 8 | | 45,408.19 | 69,970.18 | 115,378.37 |
| " " 20 | | 2,815.57 | 150,735.93 | 153,551.50 |
| " " 52 | | | 63,993.87 | 63,993.87 |
| " " 53 | | 582.79 | 39,675.24 | 40,258.03 |
| " " 55 | | 4.56 | 5,638.38 | 5,642.94 |
| " " 56 | | 40,149.63 | 26,114.30 | 66,263.93 |
| " " 97 | | | 35,689.44 | 35,689.44 |
| " " 99 | | 336.83 | 37,657.85 | 37,994.68 |
| " " 102 | | | 10,247.51 | 10,247.51 |
| Queen Elizabeth Way | | 7,625.56 | 63,966.53 | 71,592.09 |
| Miscellaneous Surveys | | 40.59 | | 40.59 |
| Connecting Links: | | | | |
| Town of Dundas | | | 111.84 | 111.84 |
| | | \$ 906,803.90 | \$ 1,247,201.47 | \$ 2,154,005.37 |
| York: | | | | |
| Highway No. 2 | | \$ 4,366.55 | \$ 14,454.14 | \$ 18,820.69 |
| " " 5 | | 8,769.74 | 28,429.12 | 37,198.86 |
| " " 7 | | 44,016.64 | 218,432.08 | 262,448.72 |
| " " 9 | | | 21,225.60 | 21,225.60 |
| " " 11 | | 55,514.06 | 697,967.17 | 753,481.23 |
| " " 11A | | 20.49 | 6,457.95 | 6,478.44 |
| " " 27 | | 3,316.06 | 114,768.76 | 118,084.82 |
| " " 47 | | 1,460.51 | 27,765.67 | 29,226.18 |
| " " 49 | | 10,795.45 | 167,103.02 | 177,898.47 |
| " " 50 | | 227.30 | 3,742.89 | 3,970.19 |
| " " 108 | | 2,274.92 | 15,907.41 | 18,182.33 |
| " " 109 | | 528.09 | 10,539.73 | 11,067.82 |
| " " 400 | | 1,638,865.21 | 78,731.48 | 1,717,596.69 |
| " " 401 | | 3,398,142.73 | 75,127.42 | 3,473,270.15 |
| Queen Elizabeth Way | | 192,451.77 | 26,124.92 | 218,576.69 |
| Miscellaneous Surveys | | 1,516.14 | | 1,516.14 |
| Sidewalks: | | | | |
| Township of North York | | 24,080.06 | | 24,080.06 |
| Township of Vaughan | | 1,946.04 | | 1,946.04 |
| Township of Scarborough | | 1,204.79 | | 1,204.79 |
| Connecting Links: | | | | |
| Village of Long Branch | | | 589.41 | 589.41 |
| Town of Mimico | | | 1,446.20 | 1,446.20 |
| Town of New Toronto | | | 1,418.99 | 1,418.99 |
| | | \$ 5,389,496.55 | \$ 1,510,231.96 | \$ 6,899,728.51 |

| DISTRICT | Construction | Maintenance | Total |
|---|---------------|---------------|---------------|
| Algoma-Manitoulin: | | | |
| Highway No. 17..... | \$ 407,785.57 | \$ 385,852.05 | \$ 793,637.62 |
| 68..... | 1,456.31 | 84,452.47 | 85,908.78 |
| Ferries..... | 289,211.04 | 62,307.78 | 351,518.82 |
| Miscellaneous Surveys..... | 2,120.79 | | 2,120.79 |
| Sidewalks: | | | |
| Bruce Mines..... | 808.39 | | 808.39 |
| Unincorporated Township Roads: | | | |
| Campbell..... | 11,708.44 | 9,773.91 | 21,482.35 |
| Dawson..... | | 2,340.13 | 2,340.13 |
| Mills..... | | 1,688.05 | 1,688.05 |
| Robinson..... | | 3,724.85 | 3,724.85 |
| Sheshegwaning Indian Reserve..... | | 778.18 | 778.18 |
| Aberdeen..... | 6,598.59 | 3,410.70 | 10,009.29 |
| Aweres..... | 1,134.01 | 1,140.08 | 2,274.09 |
| Bright..... | | 647.90 | 647.90 |
| Cobden..... | | 148.80 | 148.80 |
| Fenwick..... | | 1,877.62 | 1,877.62 |
| Galbraith..... | | 2,676.38 | 2,676.38 |
| Garden River Indian Reserve..... | | 824.71 | 824.71 |
| Gaudette..... | | 1,013.04 | 1,013.04 |
| Goulais Mission Indian Reserve..... | | 523.29 | 523.29 |
| Hodgins..... | 1,197.77 | 971.73 | 2,169.50 |
| Kehoe..... | | 10.00 | 10.00 |
| Kirkwood..... | | 1,518.79 | 1,518.79 |
| Lewis..... | | 30.25 | 30.25 |
| Mississagi Indian Reserve..... | | 583.61 | 583.61 |
| McMahon..... | | 74.63 | 74.63 |
| Parkinson..... | | 36.75 | 36.75 |
| Patton..... | | 660.97 | 660.97 |
| Pennefather..... | | 847.12 | 847.12 |
| Plummer..... | | 4,114.84 | 4,114.84 |
| Ranger Lake Area..... | 2,500.00 | 2,475.28 | 4,975.28 |
| Rose..... | | 1,095.80 | 1,095.80 |
| Serpent River Indian Reserve..... | | 2,388.15 | 2,388.15 |
| Shedden..... | | 2,870.81 | 2,870.81 |
| Shields..... | 6,599.55 | 977.05 | 7,576.60 |
| Spanish River Indian Reserve..... | | 8,180.93 | 8,180.93 |
| Striker..... | | 1,870.65 | 1,870.65 |
| Township 188..... | | 60.00 | 60.00 |
| Vankoughnet..... | | 87.50 | 87.50 |
| Victoria..... | | 4,336.08 | 4,336.08 |
| Wells..... | | 712.68 | 712.68 |
| Gladstone..... | | 817.87 | 817.87 |
| Hunt..... | | 1,628.90 | 1,628.90 |
| Development Roads: | | | |
| Little Current-Manitowaning-South Baymouth..... | 77,076.54 | 119,569.23 | 196,645.77 |
| Jct. Little Current-South Baymouth Road-Tehkummah-West Bay and Mindemoya to Jct. with Providence Bay-Gore Bay Road..... | 857.92 | 118,757.60 | 119,615.52 |
| Providence Bay-Gore Bay..... | | 37,738.57 | 37,738.57 |
| Little Current-Gore Bay-Barrie Island and Meldrum Bay..... | 14,049.36 | 295,685.50 | 309,734.86 |
| Blind River-Lake Matinenda-Lake Duborne..... | | 21,914.49 | 21,914.49 |
| Thessalon-Chapleau..... | 328,971.84 | 124,706.17 | 453,678.01 |
| Iron Bridge-White River..... | 19,404.19 | 48,335.99 | 67,740.18 |
| White River Road to Chapleau Road..... | | 17,237.30 | 17,237.30 |
| Bruce Mines-Dunn Valley Road..... | 564.97 | 33,722.27 | 34,287.24 |
| St. Joseph's Island Road..... | 19,681.52 | 45,449.62 | 65,131.14 |
| Soo-Gros Cap-Pointe Aux Pins..... | 378.25 | 27,316.70 | 27,694.95 |
| Wabos-Searchmont-to Hwy. 17..... | 480.05 | 33,484.55 | 33,964.60 |
| Goulais River Road..... | | 4,532.47 | 4,532.47 |
| Batchawana to Hwy. 17..... | | 2,758.80 | 2,758.80 |
| Michipicoten Area..... | 96.22 | | 96.22 |
| Sylvan Valley Road..... | 6,986.51 | | 6,986.51 |

| DISTRICT | | Construction | Maintenance | Total |
|---|--|-----------------|-----------------|-----------------|
| Algoma-Manitoulin: (continued) | | | | |
| Providence Bay-Tehkummah..... | | 11,950.69 | ..... | 11,950.69 |
| Cloudslee Road..... | | 8,241.29 | ..... | 8,241.29 |
| Gordon Lake Road..... | | 10,250.84 | ..... | 10,250.84 |
| | | \$ 1,230,110.65 | \$ 1,530,739.59 | \$ 2,760,850.24 |
| Cochrane: | | | | |
| Highway No. 11..... | | \$ 972,302.16 | \$ 863,569.68 | \$ 1,835,871.84 |
| “ “ 67..... | | 33.75 | 140,608.06 | 140,641.81 |
| “ “ 101..... | | 75,187.73 | 79,955.02 | 155,142.75 |
| Ferries..... |  | ..... | 18,210.50 | 18,210.50 |
| Miscellaneous Surveys..... | | 265.63 | ..... | 265.63 |
| Sidewalks: | | | | |
| Ansonville..... | | 3,061.68 | ..... | 3,061.68 |
| Unincorporated Township Roads: | | | | |
| Evelyn..... |  | ..... | 1,329.30 | 1,329.30 |
| German..... |  | ..... | 4,038.95 | 4,038.95 |
| Matheson..... |  | ..... | 4,038.95 | 4,038.95 |
| Robb..... |  | ..... | 4,086.87 | 4,086.87 |
| Shaw..... |  | ..... | 3,770.82 | 3,770.82 |
| Barker..... | | 13.50 | 152.12 | 165.62 |
| Brower..... | | 501.00 | 5,392.92 | 5,893.92 |
| Calder..... | | 425.00 | 6,497.82 | 6,922.82 |
| Casgrain..... | | 5,596.00 | 5,883.56 | 11,479.56 |
| Clute..... | | 26,130.99 | 5,526.33 | 31,657.32 |
| Devitt..... | | 289.50 | 4,589.78 | 4,879.28 |
| Eilber..... | | 241.50 | 2,893.74 | 3,135.24 |
| Fournier..... | | 450.00 | 3,101.16 | 3,551.16 |
| Fox..... | | 384.00 | 4,776.43 | 5,160.43 |
| Hanlan..... | | 873.42 | 6,448.50 | 7,361.92 |
| Idington..... | | 126.28 | 2,297.52 | 2,423.80 |
| Kendall..... | | 625.50 | 11,282.34 | 11,907.84 |
| Kennedy..... | | 1,964.79 | 3,603.71 | 5,568.50 |
| Lamarche..... | | 524.63 | 6,807.74 | 7,332.37 |
| Lowther..... | | 1,858.82 | 5,266.18 | 7,125.00 |
| McCrea..... | | 136.50 | 3,337.88 | 3,474.38 |
| Nansen..... | | 1,475.00 | 3,357.32 | 4,832.32 |
| Newmarket..... | | 2,155.00 | 3,963.38 | 6,118.38 |
| O'Brien..... | | 560.75 | 9,155.78 | 9,716.53 |
| Owens..... | | 384.25 | 3,574.30 | 3,958.55 |
| Pyne..... | | 225.00 | 3,648.74 | 3,873.74 |
| Way..... | | 5,786.81 | 7,272.49 | 13,059.30 |
| Williamson..... | | 248.17 | 1,399.02 | 1,647.19 |
| Development Roads: | | | | |
| Ramore-Holtyre Mines..... |  | ..... | 15,589.21 | 15,589.21 |
| Matheson-Devon Mine..... |  | ..... | 2,856.41 | 2,856.41 |
| Shillington-Iroquois Falls..... | | 112.40 | 16,297.33 | 16,409.73 |
| Barber's Bay southerly to Hwy. 101..... | | 17.38 | 9,345.84 | 9,363.22 |
| Cooke's Lake south westerly..... |  | ..... | 13,189.78 | 13,189.78 |
| Timmins-Nabob Creek..... |  | ..... | 923.65 | 923.65 |
| Timmins Back Road and Spurs..... |  | ..... | 406.74 | 406.74 |
| Timmins to Waterhen Creek..... | | 121.50 | 16,180.47 | 16,301.97 |
| Shillington-Iroquois Falls..... | | 2,318.37 | ..... | 2,318.37 |
| Iroquois Falls-Nellie Lake..... |  | ..... | 7,300.52 | 7,300.52 |
| Cochrane-Norembege..... | | 5,620.80 | 35,129.63 | 40,750.43 |
| Cochrane-Gardiner..... | | 4.50 | 22,154.41 | 22,158.91 |
| Moonbeam-Remi Lake..... | | 9,461.21 | 25,775.12 | 35,236.33 |
| Lac St. Therese-Hearst-Mead..... | | 7.70 | 35,519.18 | 35,526.88 |
| Fauquier Township Road..... | | 4,398.66 | ..... | 4,398.66 |
| Nellie Lake Road..... | | 4,054.35 | ..... | 4,054.35 |
| Monro Road..... | | 16,685.91 | ..... | 16,685.91 |
| | | \$ 1,144,630.14 | \$ 1,430,545.20 | \$ 2,575,175.34 |
| Haliburton: | | | | |
| Highway No. 28..... | | \$ 26,553.91 | \$ 47,171.25 | \$ 73,725.16 |
| “ “ 35..... | | 257,133.58 | 172,840.10 | 429,973.68 |
| “ “ 60..... |  | ..... | 36,825.36 | 36,825.36 |

| DISTRICT | Construction | Maintenance | Total |
|--|-----------------|-----------------|-----------------|
| Haliburton: (continued) | | | |
| Miscellaneous Surveys..... | 65.58 | ..... | 65.58 |
| Development Roads: | | | |
| Kirkfield-Kinmount-Bancroft..... | 3,018.82 | 193,081.46 | 196,100.28 |
| Bobcaygeon-Kinmount-Minden..... | 690.68 | 9,076.95 | 9,767.63 |
| Minden-Haliburton-Wilberforce..... | 335,934.64 | 73,782.53 | 409,717.17 |
| Haliburton-Redstone..... | ..... | 24,555.61 | 24,555.61 |
| Dysart-Carnarvon..... | 5,499.76 | ..... | 5,499.76 |
| Ingoldsby Road..... | 10,483.60 | ..... | 10,483.60 |
| Fletcher Lake Road..... | 11,000.00 | ..... | 11,000.00 |
| Lochlin-Gelert..... | 1,924.48 | ..... | 1,924.48 |
| Cardiff Township Road..... | 4,987.09 | ..... | 4,987.09 |
| | \$ 657,292.14 | \$ 557,333.26 | \$ 1,214,625.40 |
| Kenora: | | | |
| Highway No. 17..... | \$ 1,289,228.13 | \$ 527,129.73 | \$ 1,816,357.86 |
| “ “ 70..... | 499,059.35 | 131,450.10 | 630,509.45 |
| “ “ 72..... | 44,948.67 | 104,940.21 | 149,888.88 |
| “ “ 105..... | 223,584.19 | 196,854.30 | 420,438.49 |
| Miscellaneous Surveys..... | 411.41 | ..... | 411.41 |
| Connecting Links: | | | |
| Town of Kenora..... | ..... | 126.53 | 126.53 |
| Unincorporated Township Roads: | | | |
| Aubrey East..... | ..... | 2,493.93 | 2,493.93 |
| Britton..... | ..... | 934.61 | 934.61 |
| Dome..... | ..... | 581.10 | 581.10 |
| Drayton..... | ..... | 997.74 | 997.74 |
| Drayton Reserve..... | ..... | 1,158.10 | 1,158.10 |
| Eton..... | ..... | 2,947.72 | 2,947.72 |
| Kirkup..... | ..... | 188.64 | 188.64 |
| Melgund..... | 1,500.00 | 2,967.44 | 4,467.44 |
| Mutrie..... | 600.00 | 2,761.19 | 3,361.19 |
| Pellatt..... | 800.00 | 4,717.73 | 5,517.73 |
| Redditt..... | ..... | 947.02 | 947.02 |
| Rowell..... | ..... | 1,231.10 | 1,231.10 |
| Rugby..... | ..... | 1,837.12 | 1,837.12 |
| Southworth..... | 2,000.00 | 3,786.27 | 5,786.27 |
| South of Melgund (Unsurveyed)..... | ..... | 299.98 | 299.98 |
| South of Pellatt (Unsurveyed)..... | ..... | 1,246.75 | 1,246.75 |
| Redvers..... | ..... | 1,846.91 | 1,846.91 |
| Vermilion Additional..... | ..... | 537.93 | 537.93 |
| Wabigoon..... | ..... | 1,846.90 | 1,846.90 |
| Wainwright..... | ..... | 1,829.88 | 1,829.88 |
| Zealand..... | 1,500.00 | 5,989.97 | 7,489.97 |
| Pickerel..... | ..... | 19.50 | 19.50 |
| South of Kirkup (Unsurveyed)..... | ..... | 45.00 | 45.00 |
| Red Lake Area..... | ..... | 63.12 | 63.12 |
| South of McNichol (Unsurveyed)..... | ..... | 142.90 | 142.90 |
| Indian Reserve No. 27..... | ..... | 200.00 | 200.00 |
| Indian Reserve No. 20..... | ..... | 200.00 | 200.00 |
| Heyson..... | ..... | 581.10 | 581.10 |
| Ear Falls Road..... | ..... | 11.25 | 11.25 |
| Development Roads: | | | |
| Borups Corners-Dymont..... | ..... | 2,924.08 | 2,924.08 |
| Dryden-Rice Lake Loop..... | ..... | 13,046.64 | 13,046.64 |
| Dryden-Richan..... | ..... | 16,082.76 | 16,082.76 |
| Dryden-Eagle River..... | 30,846.38 | 16,530.90 | 47,377.28 |
| Eton-Rugby Road..... | ..... | 7,643.17 | 7,643.17 |
| Clay Lake-Quibell-Hwy. 105..... | ..... | 8,077.70 | 8,077.70 |
| Red Lake Airport Road..... | 3,600.39 | 10,998.45 | 14,598.84 |
| Kenora-Redditt..... | 15,555.91 | 23,099.29 | 38,655.20 |
| Kenora-Rabbitt Lake-East Melick Road.. | 276.90 | 21,236.79 | 21,513.69 |
| Keewatin-Pellatt-Hwy. 17..... | ..... | 22,366.90 | 22,366.90 |
| South from Minnitaki Station..... | 1,473.72 | ..... | 1,473.72 |
| | \$ 2,115,385.05 | \$ 1,144,918.45 | \$ 3,260,303.50 |

| DISTRICT | | Construction | Maintenance | Total |
|---------------------------------------|-----------------|-----------------|-----------------|-----------------|
| Muskoka: | | | | |
| Highway No. 11 | | \$ 1,046,152.59 | \$ 160,270.21 | \$ 1,206,422.80 |
| “ “ 35 | | 5.60 | 8,240.79 | 8,246.39 |
| “ “ 60 | | 5,019.99 | 31,136.51 | 36,156.50 |
| “ “ 69 | | 5,314.97 | 81,128.85 | 86,443.82 |
| Miscellaneous Surveys | | 194.62 | | 194.62 |
| Connecting Links: | | | | |
| Town of Bracebridge | | | 53.11 | 53.11 |
| Town of Gravenhurst | | | 1,452.60 | 1,452.60 |
| Town of Huntsville | | | 45.21 | 45.21 |
| Unincorporated Township Roads: | | | | |
| Baxter | | | 2,837.18 | 2,837.18 |
| Sinclair | | | 1,705.29 | 1,705.29 |
| Development Roads: | | | | |
| Port Severn—Honey Harbour | 1,218.00 | 11,281.72 | 12,499.72 | |
| Bracebridge—Dorset | | 53,554.15 | 53,554.15 | |
| Huntsville—Baysville | | 20,548.35 | 20,548.35 | |
| Bracebridge—Port Carling—Glen Orchard | 10.00 | 50,384.69 | 50,394.69 | |
| Falkenburg—Rosseau—Hayes Corners | 20,585.01 | 62,402.81 | 82,987.82 | |
| Utterson—Windermere | 49.47 | 32,525.60 | 32,575.07 | |
| Hillside—Interlaken | | 14,694.54 | 14,694.54 | |
| Gravenhurst—Muskoka San. Road | | 1,065.92 | 1,065.92 | |
| Lake of Bays Road | 15,000.00 | | 15,000.00 | |
| Peninsula Road—Medora Township | 13,066.39 | | 13,066.39 | |
| Delarge Diversion | 6,600.00 | | 6,600.00 | |
| | \$ 1,113,216.64 | \$ 533,327.53 | \$ 1,646,544.17 | |
| Nipissing: | | | | |
| Highway No. 11 | \$ 300,983.63 | \$ 132,853.83 | \$ 433,837.46 | |
| “ “ 17 | 254,687.70 | 175,961.58 | 430,649.28 | |
| “ “ 60 | 10,462.46 | 93,136.26 | 103,598.72 | |
| “ “ 63 | 29,829.74 | 130,193.82 | 160,023.56 | |
| “ “ 64 | 9,845.23 | 85,191.76 | 95,036.99 | |
| “ “ 94 | 268.32 | 13,370.36 | 13,638.68 | |
| Miscellaneous Surveys | 80.12 | | 80.12 | |
| Sidewalks: | | | | |
| Temagami | 750.00 | | 750.00 | |
| Unincorporated Township Roads: | | | | |
| Airy | 856.17 | 1,026.13 | 1,882.30 | |
| Dickens | | 1,000.00 | 1,000.00 | |
| Sabine | | 1,471.35 | 1,471.35 | |
| Badgerow | | 2,596.49 | 2,596.49 | |
| Bastedo | | 760.70 | 760.70 | |
| Crerar | 1,508.70 | 3,474.20 | 4,982.90 | |
| Dana | 1,508.69 | 334.83 | 1,843.52 | |
| Falconer | | 2,655.55 | 2,655.55 | |
| Gibbons | 650.00 | 2,035.30 | 2,685.30 | |
| Grant | | 1,455.06 | 1,455.06 | |
| Haddo | | 81.25 | 81.25 | |
| Hugel | 81.05 | 4,179.40 | 4,260.45 | |
| Kirkpatrick | 2,496.98 | 6,486.89 | 8,983.87 | |
| Lauder | | 259.24 | 259.24 | |
| Loudon | | 40.62 | 40.62 | |
| MacPherson | | 7,381.49 | 7,381.49 | |
| Phelps | 880.02 | 6,460.04 | 7,340.06 | |
| Paitras | | 44.44 | 44.44 | |
| Wyse | | 399.91 | 399.91 | |
| Merrick | | 239.18 | 239.18 | |
| Strathy | | 699.60 | 699.60 | |
| Development Roads: | | | | |
| Maynooth—Whitney | | 36,140.59 | 36,140.59 | |
| Madawaska—Cross Lake | | 15,910.99 | 15,910.99 | |
| Mattawa—La Cave | | 4,078.92 | 4,078.92 | |
| Mattawa—Harrington | | 3,753.59 | 3,753.59 | |
| Bonfield to Hwy. 17 | | 2,418.40 | 2,418.40 | |
| North Bay Airport Road | 13,855.95 | 4,930.11 | 18,786.06 | |

| DISTRICT | Construction | Maintenance | Total |
|--|-----------------|-----------------|-----------------|
| Nipissing: (continued) | | | |
| Verner-Noelville..... | 16,855.19 | 89,164.93 | 106,020.12 |
| Warren-River Valley-Field..... | 14,630.57 | 43,196.91 | 57,827.48 |
| Eau Clair-Kiosk..... | 3,324.00 | ..... | 3,324.00 |
| Powassan-Chiswick..... | 2,971.46 | ..... | 2,971.46 |
| Hwy. 11 to Astorville..... | 1,443.74 | ..... | 1,443.74 |
| | \$ 667,969.72 | \$ 873,383.72 | \$ 1,541,353.44 |
| Parry Sound: | | | |
| Highway No. 11..... | \$ 97,823.84 | \$ 142,411.79 | \$ 240,235.63 |
| “ “ 69..... | 911,229.89 | 240,168.09 | 1,151,397.98 |
| “ “ 94..... | ..... | 1,137.16 | 1,137.16 |
| Miscellaneous Surveys..... | 165.30 | ..... | 165.30 |
| Sidewalk: | | | |
| Callander..... | 356.85 | ..... | 356.85 |
| Connecting Link: | | | |
| Town of Parry Sound..... | ..... | 90.48 | 90.48 |
| Unincorporated Townships: | | | |
| Bethune..... | 1,497.68 | 6,025.93 | 7,523.61 |
| Burpee..... | 499.62 | 2,714.15 | 3,213.77 |
| Conger..... | 996.47 | 3,855.67 | 4,852.14 |
| Croft..... | 1,498.69 | 7,590.23 | 9,088.92 |
| Ferguson..... | 1,478.95 | 2,996.83 | 4,475.78 |
| Ferrie..... | ..... | 913.11 | 913.11 |
| Gurd..... | 1,994.63 | 8,330.98 | 10,325.61 |
| Hardy..... | 3,086.55 | 3,463.57 | 6,550.12 |
| Harrison..... | ..... | 1,849.48 | 1,849.48 |
| Henvey..... | 748.64 | 3,618.48 | 4,367.12 |
| Laurier..... | 993.88 | 6,987.58 | 7,981.46 |
| Lount..... | 1,997.85 | 7,379.35 | 9,377.20 |
| McConkey..... | ..... | 3,653.77 | 3,653.77 |
| McKenzie..... | 499.61 | 2,714.16 | 3,213.77 |
| Mills..... | 3,086.56 | 3,463.58 | 6,550.14 |
| Monteith..... | 996.55 | 5,743.83 | 6,740.38 |
| Patterson..... | 2,999.62 | 3,688.41 | 6,688.03 |
| Pringle..... | 1,000.85 | 5,794.81 | 6,795.66 |
| Proudfoot..... | 6,390.40 | 5,299.73 | 11,690.13 |
| Shawnaga..... | ..... | 175.75 | 175.75 |
| Spence..... | 1,997.94 | 6,038.31 | 8,036.25 |
| Wallbridge..... | 748.65 | 5,348.25 | 6,096.90 |
| Wilson..... | ..... | 3,653.79 | 3,653.79 |
| Development Roads: | | | |
| Falkenburg-Rosseau-Hayes Corners..... | 653.43 | 32,150.18 | 32,803.61 |
| Emsdale-Parry Sound..... | 653.43 | 97,618.32 | 98,271.75 |
| Sundridge-Dunchurch-Parry Sound..... | 23,096.11 | 198,439.63 | 221,535.74 |
| Burk's Falls-Magnetawan..... | ..... | 22,050.89 | 22,050.89 |
| Dunchurch-Ardbeg..... | 7,841.10 | 33,730.20 | 41,571.30 |
| Highway 69-Bayfield Inlet..... | ..... | 9,389.46 | 9,389.46 |
| Highway 69-Britt Village..... | ..... | 3,003.90 | 3,003.90 |
| Trout Creek-Port Loring Road & Spur..... | 24,767.71 | 100,732.83 | 125,500.54 |
| Powassan-Restoule..... | 5,994.80 | 39,208.72 | 45,203.52 |
| Dillon Cove Road..... | 3,745.86 | ..... | 3,745.86 |
| Peninsular Road..... | 19,999.10 | ..... | 19,999.10 |
| Lighthouse Beach Road..... | 6,201.31 | ..... | 6,201.31 |
| Fifth Line Road..... | 9,994.58 | ..... | 9,994.58 |
| Hurdsville-Broadbent-Inholmes..... | 4,999.50 | ..... | 4,999.50 |
| Bernard Lake northerly..... | 1,994.17 | ..... | 1,994.17 |
| Highway No. 11 to Astorville..... | 160.41 | ..... | 160.41 |
| Rose Point-Depot Harbour..... | ..... | 1,266.67 | 1,266.67 |
| Burk's Falls-Magnetawan..... | 4,998.72 | ..... | 4,998.72 |
| Orrville-Rosseau..... | 4,999.66 | ..... | 4,999.66 |
| Machar Township..... | 5,976.93 | ..... | 5,976.93 |
| South Himsworth Township..... | 2,496.95 | ..... | 2,496.95 |
| Joly Township..... | 1,985.73 | ..... | 1,985.73 |
| Blackstone Road..... | 2,997.17 | ..... | 2,997.17 |
| Armour Township Cons. X and XI..... | 1,998.05 | ..... | 1,998.05 |
| | \$ 1,177,643.74 | \$ 1,022,698.07 | \$ 2,200,341.81 |

| DISTRICT | Construction | Maintenance | Total |
|-----------------------------------|-----------------|---------------|-----------------|
| Rainy River: | | | |
| Highway No. 70..... | \$ 151,448.51 | \$ 43,260.71 | \$ 194,709.22 |
| " " 70A..... | | 338.95 | 338.95 |
| " " 71..... | 138,492.33 | 151,840.42 | 290,332.75 |
| Miscellaneous Surveys..... | 1,955.18 | | 1,955.18 |
| Connecting Links: | | | |
| Town of Fort Frances..... | | 1,205.20 | 1,205.20 |
| Town of Rainy River..... | | 839.14 | 839.14 |
| Unincorporated Townships: | | | |
| Dance..... | | 1,625.50 | 1,625.50 |
| Dewart..... | | 1,177.84 | 1,177.84 |
| Miscampbell..... | | 1,852.27 | 1,852.27 |
| Nelles..... | | 2,200.08 | 2,200.08 |
| Sifton..... | 2,319.37 | 2,954.26 | 5,273.63 |
| Spohn..... | | 1,484.52 | 1,484.52 |
| Sutherland..... | | 2,549.15 | 2,549.15 |
| Pratt..... | | 385.60 | 385.60 |
| North East of Potts..... | | 100.00 | 100.00 |
| North of Dance..... | | 636.92 | 636.92 |
| Development Roads: | | | |
| Atikokan Road..... | 1,769,236.13 | | 1,769,236.13 |
| Fort Frances-Big Fork-Emo..... | 26,978.90 | 30,430.04 | 57,408.94 |
| Crozier Road North and South..... | | 9,986.46 | 9,986.46 |
| Big Fork-Lake Despair..... | 9,119.07 | 56,366.74 | 65,485.81 |
| Clearwater Lake Road..... | | 16,720.00 | 16,720.00 |
| Stratton-North Branch..... | | 13,660.47 | 13,660.47 |
| Pinewood-Minahico..... | 9,200.67 | 26,377.80 | 35,578.47 |
| Sleeman-Morson..... | 6,224.28 | 30,640.08 | 36,864.36 |
| Rainy River-Black Hawk..... | | 76,990.72 | 76,990.72 |
| Carpenter Township..... | 10,539.69 | | 10,539.69 |
| | \$ 2,125,514.13 | \$ 473,622.87 | \$ 2,599,137.00 |
| Sudbury: | | | |
| Highway No. 17..... | \$ 2,008,431.28 | \$ 255,765.24 | \$ 2,264,196.52 |
| " " 68..... Cr. | 2,493.85 | 74,340.63 | 71,846.78 |
| " " 69..... | 1,135,468.93 | 61,509.85 | 1,206,978.78 |
| Miscellaneous Surveys..... | 1,240.72 | | 1,240.72 |
| Sidewalks: | | | |
| Falconbridge Road..... | 1,071.78 | | 1,071.78 |
| Noelville..... | 319.00 | | 319.00 |
| Unincorporated Township Roads: | | | |
| Afton..... | 335.26 | 74.40 | 409.66 |
| Bigwood..... | | 3,170.40 | 3,170.40 |
| Delamere..... | | 4,002.61 | 4,002.61 |
| Hoskin..... | | 444.73 | 444.73 |
| Henry..... | | 790.65 | 790.65 |
| Janes..... | | 359.68 | 359.68 |
| Scollard..... | | 998.84 | 998.84 |
| Allen..... | | 589.67 | 589.67 |
| Awrey..... | | 422.18 | 422.18 |
| Broder..... | | 3,603.87 | 3,603.87 |
| Burwash..... | | 2,611.24 | 2,611.24 |
| Capreol..... | | 1,630.14 | 1,630.14 |
| Cleland..... | | 1,750.62 | 1,750.62 |
| Curtin..... | | 1,235.92 | 1,235.92 |
| Dill..... | | 192.72 | 192.72 |
| Dryden..... | | 1,009.90 | 1,009.90 |
| Fairbank..... | | 2,283.88 | 2,283.88 |
| Foster..... | | 161.83 | 161.83 |
| Hawley..... | | 317.06 | 317.06 |
| Lorne..... | | 3,316.06 | 3,316.06 |
| Loughrin..... | | 3,401.95 | 3,401.95 |
| Louise..... | | 2,324.27 | 2,324.27 |
| Lumsden..... | | 1,082.58 | 1,082.58 |
| MacLennan..... | | 990.76 | 990.76 |
| Merritt..... | | 2,171.62 | 2,171.62 |

| DISTRICT | Construction | Maintenance | Total |
|---|------------------------|------------------------|------------------------|
| Sudbury: (continued) | | | |
| Norman | | 5.18 | 5.18 |
| Secord | | 1,152.74 | 1,152.74 |
| Snider | | 262.40 | 262.40 |
| Tilton | | 122.31 | 122.31 |
| Wisner | | 212.50 | 212.50 |
| Cartier | | 150.70 | 150.70 |
| Salter Broken Front | | 359.22 | 359.22 |
| Shakespeare | | 899.08 | 899.08 |
| McKinnon | | 2,115.82 | 2,115.82 |
| Development Roads: | | | |
| Verner-Noelville | 25.00 | 18,085.95 | 18,110.95 |
| Riviere Veuve-Hagar-Bigwood- Wolseley Bay-Rutter | 219,507.65 | 132,640.01 | 352,147.66 |
| Warren-River Valley Field | | 4,238.51 | 4,238.51 |
| Englehart-Elk Lake-Westree and Spurs | | 32,091.63 | 32,091.63 |
| Markstay to Highway 17 | | 1,802.13 | 1,802.13 |
| Wanapitei-Wanup | | 18,550.45 | 18,550.45 |
| Sudbury-Capreol-Milnet | 41,514.73 | 95,405.98 | 136,920.71 |
| Hwy. 17, Falconbridge-Hammer-Skead | 1,068.57 | 115,841.15 | 116,909.72 |
| Sudbury-Frood Mine | | 3,880.02 | 3,880.02 |
| Sudbury-Levack-Geneva Lake | 210,480.35 | 152,168.54 | 362,648.89 |
| Creighton Mine to Highway 17 | | 10,260.35 | 10,260.35 |
| Whitefish-Lake Penage | | 27,158.43 | 27,158.43 |
| Highway 69 to Long Lake | | 9,253.33 | 9,253.33 |
| Nickel Offset Road | | 1,685.08 | 1,685.08 |
| Massay-Sauble River Road | 27,523.22 | 19,944.24 | 47,467.46 |
| Thessalon-Chapleau | 31,563.52 | 114,008.91 | 145,572.43 |
| Old Garson Road | 31,938.45 | 216.93 | 32,155.38 |
| Val Caron-Chelmsford | 58,422.35 | | 58,422.35 |
| | \$ 3,766,416.96 | \$ 1,193,064.89 | \$ 4,959,481.85 |
| Temiskaming: | | | |
| Highway No. 11 | \$ 1,043,529.48 | \$ 818,229.42 | \$ 1,861,758.90 |
| " " 65 | 19,320.49 | 139,793.98 | 159,114.47 |
| " " 66 | 1,980.39 | 136,843.35 | 138,823.74 |
| Miscellaneous Surveys | 1,274.85 | 305.80 | 1,580.65 |
| Sidewalk: | | | |
| Matatchewan | 750.00 | | 750.00 |
| Connecting Links: | | | |
| Town of Cobalt | | 17,500.00 | 17,500.00 |
| Town of Haileybury | | 34,332.00 | 34,332.00 |
| Town of New Liskeard | | 11,083.68 | 11,083.68 |
| Unincorporated Township Roads: | | | |
| Barber | | 920.50 | 920.50 |
| Beauchamp | | 10,077.76 | 10,077.76 |
| Benoit | 2,035.20 | 2,310.27 | 4,345.47 |
| Best | | 102.40 | 102.40 |
| Blain | 1,087.23 | 2,104.93 | 3,192.16 |
| Bryce | | 405.60 | 405.60 |
| Cane | | 5,872.06 | 5,872.06 |
| Eby | 1,087.23 | 2,104.93 | 3,192.16 |
| Firstbrook | | 565.76 | 565.76 |
| Gillies | | 100.00 | 100.00 |
| Grenfell | | 388.00 | 388.00 |
| Henwood | | 12,287.45 | 12,287.45 |
| Ingram | | 5,828.60 | 5,828.60 |
| Lebel | | 1,030.28 | 1,030.28 |
| Maisonville | | 2,310.27 | 2,310.27 |
| Marquis | 7,763.46 | 8,970.71 | 16,734.17 |
| Marter | 1,912.27 | 6,186.60 | 8,098.87 |
| Otto | | 5,427.56 | 5,427.56 |
| Pacaud | | 5,282.06 | 5,282.06 |
| Pense | | 604.31 | 604.31 |
| Robillard | 2,328.25 | 12,580.17 | 14,908.42 |
| Savard | 6,617.37 | 5,964.14 | 12,581.51 |
| Sharpe | 2,328.25 | 3,895.41 | 6,223.66 |

| DISTRICT | | Construction | Maintenance | Total |
|---|-----------------|-----------------|-----------------|--------|
| Temiskaming: (continued) | | | | |
| Tudhope..... | | | 839.93 | 839.93 |
| Keefer..... | | | 385.50 | 385.50 |
| Development Roads: | | | | |
| Lorrain Road—From Silver Centre to Hwy. 11..... | 5,346.43 | 39,085.13 | 44,431.56 | |
| Haileybury West to Montreal River..... | | 28,846.05 | 28,846.05 | |
| New Liskeard—Judge—Quebec Boundary..... | 112,158.82 | 41,745.41 | 153,904.23 | |
| Heaslip—Tomstown—Hilliardton..... | 1,767.38 | 38,302.11 | 40,069.49 | |
| McCool—Earlton—Thornloe..... | 53.43 | 39,951.91 | 40,005.34 | |
| Englehart—Elk Lake—Westree and Spurs..... | | 209,892.30 | 209,892.30 | |
| Matachewan—Ashley Mine..... | | 10,473.69 | 10,473.69 | |
| Boston Creek Road..... | 926.81 | 6,861.41 | 7,788.22 | |
| Kenogami Road..... | | 374.57 | 374.57 | |
| Sesekinika Road..... | 10.00 | 4,628.22 | 4,638.22 | |
| Silver Miller Road..... | 17,293.06 | | 17,293.06 | |
| Englehart River Bridge Approaches—Dack Twp..... | 9,999.85 | | 9,999.85 | |
| Brethour Township..... | | 1,000.00 | 1,000.00 | |
| | \$ 1,239,570.25 | \$ 1,675,794.23 | \$ 2,915,364.48 | |
| Thunder Bay: | | | | |
| Highway No. 11..... | \$ 1,160,135.70 | \$ 221,354.69 | \$ 1,381,490.39 | |
| “ “ 17..... | 3,140,923.91 | 399,126.02 | 3,540,049.93 | |
| “ “ 17A..... | 19,844.35 | 60,398.65 | 80,243.00 | |
| “ “ 61..... | 703,466.45 | 43,482.22 | 746,948.67 | |
| Miscellaneous Surveys..... | 613.31 | | 613.31 | |
| Unincorporated Township Roads: | | | | |
| Armstrong..... | 672.85 | 1,568.98 | 2,241.83 | |
| Dawson Road Lots..... | 8,199.93 | 3,662.72 | 11,862.65 | |
| Devon..... | 6,765.52 | 1,559.15 | 8,324.67 | |
| Forbes..... | 3,558.09 | 4,593.70 | 8,151.79 | |
| Fowler..... | 2,298.95 | 2,869.91 | 5,168.86 | |
| Goldie..... | 699.65 | 946.37 | 1,646.02 | |
| Gorham..... | 5,792.96 | 10,076.86 | 15,869.82 | |
| Jacques..... | 1,900.00 | 4,416.13 | 6,316.13 | |
| Lybster..... | 2,736.87 | 2,763.71 | 5,500.58 | |
| Lyons..... | 1,884.16 | 1,287.41 | 3,171.57 | |
| Marks..... | 2,224.15 | 1,070.41 | 3,294.56 | |
| Nakina..... | 1,787.08 | | 1,787.08 | |
| Pearson..... | 2,039.17 | 6,195.82 | 8,234.99 | |
| Scoble..... | 2,175.33 | 1,917.99 | 4,093.32 | |
| Sibley..... | 1,982.80 | 2,294.19 | 4,276.99 | |
| Stirling..... | 2,396.20 | 3,885.32 | 6,281.52 | |
| Strange..... | 1,731.76 | 1,995.26 | 3,727.02 | |
| Upsala..... | 1,693.25 | 2,357.42 | 4,050.67 | |
| Ware..... | 7,000.00 | 7,716.52 | 14,716.52 | |
| Jackfish..... | | 143.58 | 143.58 | |
| Pic..... | 14,461.85 | | 14,461.85 | |
| Development Roads: | | | | |
| Geraldton—Hardrock..... | 1,682.74 | 2,491.38 | 4,174.12 | |
| Leitch to Hwy. 11..... | | 6,572.04 | 6,572.04 | |
| Nipigon—Pine Portage..... | | 26,980.35 | 26,980.35 | |
| Hurkett Cut Off..... | 53.91 | 5,016.52 | 5,070.43 | |
| Silver Islet—Highway 17..... | 38.85 | 28,863.20 | 28,902.05 | |
| Dog Lake Road..... | 215.45 | 44,179.82 | 44,395.27 | |
| Oliver Road (Pt. Arthur—Kakabeka)..... | 2,631.72 | 26,648.62 | 29,280.34 | |
| Twin City Cross Road (Oliver Road—Hwy. 61)..... | 18,960.11 | 70,135.36 | 89,095.47 | |
| Moose Hill—Kakabeka Falls..... | 166.29 | 56,118.89 | 56,285.18 | |
| Pearson—Pardee Loop and Spur..... | | 28,721.20 | 28,721.20 | |
| Round Lake—Nolalu—Highway 17..... | | 43,422.35 | 43,422.35 | |
| Marks Road (Nolalu to Hymers Cross Road)..... | 41,891.55 | 13,796.71 | 55,688.26 | |
| Devon Road (Whitefish Southerly)..... | | 20,195.13 | 20,195.13 | |
| Shebandowan Lake—Highway 17..... | 3,862.28 | 19,182.48 | 23,044.76 | |
| Savant Lake—Doghole Bay..... | 383,351.92 | 747.35 | 384,099.27 | |

| DISTRICT | Construction | Maintenance | Total |
|---------------------------------|------------------------|------------------------|------------------------|
| Thunder Bay: (continued) | | | |
| Atikokan Road..... | 1,834,115.67 | ..... | 1,834,115.67 |
| Whitefish Valley Road..... | 10,565.17 | ..... | 10,565.17 |
| Mud Lake Road..... | 10,000.00 | ..... | 10,000.00 |
| Gillies-Lybster Road..... | 8,125.20 | ..... | 8,125.20 |
| Blind Line Road..... | 6,084.44 | ..... | 6,084.44 |
| Copenhagen Loop Road..... | 15,642.84 | ..... | 15,642.84 |
| | \$ 7,434,372.43 | \$ 1,178,754.43 | \$ 8,613,126.86 |

| INVENTORY | Construction | Maintenance | Total |
|--|-------------------------|-------------------------|-------------------------|
| General Expenses: | | | |
| Stock (materials, etc.)*..... | \$ | \$ 366,457.91 | \$ 366,457.91 |
| Lands and Buildings..... | 877,877.37 | 206,507.67 | 1,084,385.04 |
| Weigh Scales..... | 4,857.73 | 16,750.03 | 21,607.76 |
| Road Equipment..... | ..... | 1,045,618.92 | 1,045,618.92 |
| Division Office and General Engineering..... | 392,483.44 | 1,245,042.61 | 1,637,526.05 |
| Traffic Census..... | ..... | 51,539.94 | 51,539.94 |
| Forestry..... | ..... | 57,013.10 | 57,013.10 |
| Dominion Government Repayments..... Cr. | 4,103,752.94 | ..... | 4,103,752.94 |
| Net General Expense..... Cr. | 103,855.43 | 1,473,136.87 | 1,369,281.44 |
| | \$ 2,932,389.83 | \$ 4,462,067.05 | \$ 1,529,677.22 |
| TOTAL NET EXPENDITURE..... | \$ 53,309,624.40 | \$ 35,323,100.85 | \$ 88,632,725.25 |

*Inventories March 31, 1953..... \$ 4,074,416.33

Inventories March 31, 1952..... 3,707,958.42

Increase in Stock..... \$ 366,457.91

APPENDIX No. 2

DEPARTMENT EXPENDITURE BY ROADS, ETC.

April 1, 1952, to March 31, 1953

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|--|---------|---------------|----------------|----------------|
| 2 | Windsor-Quebec Boundary... | 542.2 | \$ 923,595.14 | \$1,838,754.83 | \$2,762,349.97 |
| 2A | Highland Creek-Oshawa..... | 17.7 | 15,049.38 | 4,521.59 | 19,570.97 |
| 2B | Highway 2, Howard Ave.- Highway 3, Dougall Ave.... | 5.9 | ..... | 553.66 | 553.66 |
| 2S | Gananoque, Jct. Highway 2.... | 25.6 | ..... | 1,789.65 | 1,789.65 |
| 3 | Windsor-Fort Erie..... | 260.0 | 1,879,509.04 | 602,357.71 | 2,481,866.75 |
| 3A | Chambers Corners- Niagara Falls..... | 24.8 | 259.52 | 31,645.14 | 31,904.66 |
| 3B | Junction Highway 3-Windsor. | 6.0 | ..... | 141,230.63 | 141,230.63 |
| 3C | Ridgeway-Fort Erie..... | 7.5 | ..... | 15,835.40 | 15,835.40 |
| 4 | Port Stanley-Flesherton..... | 155.5 | 678,615.35 | 605,403.34 | 1,284,018.69 |
| 5 | Toronto-Paris (via Dundas Street)..... | 65.6 | 113,684.60 | 961,047.36 | 1,074,731.96 |
| 6 | Port Dover-Tobermory..... | 225.1 | 778,903.01 | 627,128.70 | 1,406,031.71 |
| 7 | Sarnia-Ottawa..... | 461.6 | 1,512,110.59 | 1,163,094.17 | 2,675,204.76 |
| 7A | Manchester-Peterborough..... | 42.0 | 59,410.44 | 73,114.94 | 132,525.38 |
| 8 | Niagara Falls-Goderich..... | 155.7 | 167,260.51 | 300,483.87 | 467,744.38 |
| 8A | St. Davids-Queenston..... | 2.6 | ..... | 7,424.18 | 7,424.18 |
| 9 | Schomberg-Kincardine..... | 112.8 | 65,400.27 | 1,002,724.80 | 1,068,125.07 |
| 10 | Port Credit-Owen Sound..... | 105.0 | 137,676.06 | 205,582.33 | 343,258.39 |
| 11 | Toronto-Nipigon..... | 868.7 | 5,147,366.99 | 3,204,053.52 | 8,351,420.51 |
| 11A | Toronto-Highway 11 (via Avenue Road)..... | 8.3 | 20.49 | 6,457.95 | 6,478.44 |
| 12 | Whitby-Midland and Penetang..... | 99.1 | 40,408.48 | 195,644.77 | 236,053.25 |
| 14 | Picton-Marmora..... | 51.4 | 27,328.39 | 69,169.95 | 96,498.34 |
| 15 | Ottawa-Kingston..... | 131.0 | 110,179.56 | 209,381.56 | 319,561.12 |
| 16 | Ottawa-Johnstown Corners... | 58.9 | 20,626.13 | 86,947.87 | 107,574.00 |
| 17 | Quebec Boundary-Montreal River and Terrace Bay- Manitoba Boundary..... | 1,145.7 | 9,341,385.44 | 2,613,432.98 | 11,954,818.42 |
| 17A | Port Arthur-Highway 17..... | 21.0 | 19,844.35 | 60,398.65 | 80,243.00 |
| 18 | Leamington-Windsor..... | 49.0 | 2,514.76 | 37,293.55 | 39,808.31 |
| 18A | Kingsville-Highway 18..... | 20.0 | 38,472.14 | 58,897.52 | 97,369.66 |
| 19 | Port Burwell-Tralee..... | 92.2 | 172,052.48 | 218,485.63 | 390,538.11 |
| 20 | Niagara Falls-Burlington..... | 53.3 | 6,019.46 | 318,029.45 | 324,048.91 |
| 21 | Morpeth-Owen Sound..... | 207.0 | 482,710.05 | 334,600.00 | 817,310.05 |
| 22 | London-Sarnia..... | 61.5 | 669,118.49 | 51,521.66 | 720,640.15 |
| 23 | London-Arthur..... | 86.3 | 36,824.31 | 141,060.46 | 177,884.77 |
| 24 | Port Dover-Collingwood..... | 143.4 | 833,318.58 | 271,416.74 | 1,104,735.32 |
| 24A | Paris-Galt..... | 31.1 | ..... | 19,263.19 | 19,263.19 |
| 25 | Queen Elizabeth Way-Acton... | 27.3 | 8,625.19 | 140,878.85 | 149,504.04 |
| 26 | Barrie-Owen Sound..... | 74.6 | 120,995.43 | 173,705.43 | 294,700.86 |
| 27 | Long Branch-Penetang- Midland..... | 91.8 | 15,491.39 | 264,288.28 | 279,779.67 |
| 28 | Port Hope-Bancroft..... | 95.9 | 1,032,917.85 | 341,751.47 | 1,374,669.32 |
| 29 | Brockville-Arncliffe..... | 76.4 | 51,410.33 | 482,455.89 | 533,866.22 |
| 30 | Brighton-Havelock..... | 32.0 | 263,356.76 | 103,420.04 | 366,776.80 |
| 31 | Morrisburg-Ottawa..... | 48.4 | 3,213.50 | 277,746.39 | 280,959.89 |
| 32 | Gananoque-Smith's Falls..... | 47.9 | 1,157.68 | 16,057.99 | 17,215.67 |
| 33 | Trenton-Marmora-Kingston... | 101.3 | 233,403.66 | 223,507.09 | 456,910.75 |
| 34 | Lancaster-Hawkesbury..... | 38.1 | 80.61 | 59,314.71 | 59,395.32 |
| 35 | Newcastle-Huntsville..... | 144.2 | 536,283.07 | 287,752.75 | 824,035.82 |
| 36 | Lindsay-Burleigh Falls..... | 47.5 | 84,340.61 | 77,125.17 | 161,465.78 |
| 37 | Belleville-Actinolite..... | 29.3 | 18,336.23 | 80,869.87 | 99,206.10 |
| 38 | Kingston-Sharbot Lake..... | 47.1 | 21,485.63 | 105,508.57 | 126,994.20 |
| 39 | Windsor-Belle River..... | 21.5 | 37,171.95 | 17,008.25 | 54,180.20 |
| 40 | Sarnia-Chatham..... | 50.1 | 19,164.25 | 83,150.69 | 102,314.94 |
| 41 | Picton-Golden Lake..... | 140.6 | 317,410.81 | 208,878.09 | 526,288.90 |
| 42 | Brockville-Westport..... | 43.0 | 79,044.92 | 49,737.71 | 128,782.63 |

IMPROVEMENT IN ONTARIO FOR 1952

157

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|-------------|--|---------|--------------|-------------|--------------|
| 43 | Alexandria-Winchester | 40.4 | 758,631.98 | 71,943.46 | 830,575.44 |
| 44 | Almonte-Carp | 14.0 | 18,377.16 | 17,571.75 | 35,948.91 |
| 45 | Cobourg-Norwood | 33.0 | 11,798.62 | 51,529.37 | 63,327.99 |
| 46 | Highway 7-Coboconk (via Kirkfield) | 33.0 | 110,142.44 | 95,111.73 | 205,254.17 |
| 47 | Highway 12-Stouffville | 19.0 | 15,729.74 | 94,904.50 | 110,634.24 |
| 48 | Port Bolster-Beaverton | 6.0 | ..... | 10,937.37 | 10,937.37 |
| 49 | Kleinburg-Highway 50 | 3.5 | 10,795.45 | 167,103.02 | 177,898.47 |
| 50 | Highway 7-Highway 9 (via Bolton) | 18.0 | 689.99 | 35,929.24 | 36,619.23 |
| 51 | Highway 24-Caledon (Highway 10) | 2.5 | ..... | 8,505.53 | 8,505.53 |
| 52 | Wentworth County Line-Highway 2 | 18.5 | ..... | 63,993.87 | 63,993.87 |
| 53 | Woodstock-Highway 20 (via Brantford) | 53.7 | 14,534.25 | 77,477.83 | 92,012.08 |
| 54 | Cainsville-Cayuga | 27.0 | 34,609.46 | 79,913.40 | 114,522.86 |
| 55 | Highway 53-Hamilton | 4.0 | 4.56 | 5,638.38 | 5,642.94 |
| 56 | Junction Highway 53 and 20-Canfield | 15.5 | 409,441.65 | 42,604.76 | 452,046.41 |
| 57 | Bismark-Highway 3A | 9.0 | ..... | 126,704.68 | 126,704.68 |
| 58 | St. Catharines-Port Colborne | 24.0 | 27.28 | 22,704.57 | 22,731.85 |
| 59 | Woodstock-Delhi | 26.5 | ..... | 49,210.99 | 49,210.99 |
| 60 | Hunsville-Golden Lake | 123.2 | 25,285.19 | 291,527.24 | 316,812.43 |
| 61 | Fort William-International Boundary | 40.0 | 703,466.45 | 43,482.22 | 746,948.67 |
| 62 | Madoc-Pembroke | 118.0 | 587,602.79 | 243,905.21 | 831,508.00 |
| 63 | North Bay-Temiskaming | 41.0 | 29,829.74 | 130,193.82 | 160,023.56 |
| 64 | Sturgeon Falls-Martin River | 34.6 | 9,845.23 | 85,191.76 | 95,036.99 |
| 65 | New Liskeard-Matachewan | 66.7 | 19,320.49 | 139,793.98 | 159,114.47 |
| 66 | Swastika-Quebec Boundary | 33.7 | 1,980.39 | 136,843.35 | 138,823.74 |
| 67 | Iroquois Falls-Timmins | 43.6 | 33.75 | 140,608.06 | 140,641.81 |
| 68 | McKerrow-Little Current. Cr. | 38.0 | 1,037.54 | 160,484.39 | 159,446.85 |
| 69 | Brechin-Parry Sound-Sudbury | 156.6 | 2,184,904.52 | 474,901.80 | 2,659,806.32 |
| 70 | Kenora-Fort Frances | 141.5 | 650,507.86 | 174,710.81 | 825,218.67 |
| 70A | Barwick-Highway 70 | 14.0 | ..... | 338.95 | 338.95 |
| 71 | Fort Frances-Rainy River | 60.0 | 138,492.33 | 151,840.42 | 290,332.75 |
| 72 | Dinorwic-Sioux Lookout and Hudson | 53.0 | 44,948.67 | 104,940.21 | 149,888.88 |
| 73 | Port Bruce-Dorchester Road | 23.0 | 89,320.29 | 82,089.30 | 171,409.59 |
| 74 | New Sarum-Nilestown | 14.0 | 29,921.10 | 74,309.77 | 104,230.87 |
| 75 | Wallacetown-Dutton | 2.5 | ..... | 7,813.48 | 7,813.48 |
| 76 | Eagle-West Lorne | 3.5 | ..... | 10,329.85 | 10,329.85 |
| 77 | Aldborough-Rodney | 4.0 | ..... | 12,506.70 | 12,506.70 |
| 78 | Wallaceburg-Dresden | 10.5 | 470,323.11 | 8,450.54 | 478,773.65 |
| 79 | Highway 2-Highway 7 (Watford) | 28.9 | 430,190.25 | 30,161.53 | 460,351.78 |
| 80 | Highway 2-Alvinston (via Glencoe) | 13.0 | 2,408.41 | 54,093.48 | 56,501.89 |
| 81 | Delaware-Grand Bend | 44.0 | 1,195.13 | 100,173.83 | 101,368.96 |
| 82 | Highway 7-Port Franks | 7.0 | ..... | 17,268.93 | 17,268.93 |
| 83 | Highway 21-Highway 23 (via Dashwood) | 24.0 | 2,031.55 | 70,691.44 | 72,722.99 |
| 84 | St. Joseph-Hensall (via Zurich) | 10.5 | 26,870.98 | 28,695.97 | 55,566.95 |
| 85 | Kitchener-Elmira | 12.0 | 253,662.63 | 16,430.92 | 270,093.55 |
| 86 | Amberley-Highway 7 | 79.0 | 444,675.46 | 217,764.34 | 662,439.80 |
| 87 | Bluevale-Harriston | 19.5 | 62,695.56 | 58,189.86 | 120,885.42 |
| 88 | Bondhead-Bradford | 6.0 | 4,419.38 | 13,815.84 | 18,235.22 |
| 89 | Primrose-Cookstown | 23.5 | 530.35 | 53,092.25 | 53,622.60 |
| 90 | Angus-Allandale | 11.0 | 150.61 | 37,745.83 | 37,896.44 |
| 91 | Duntroon-Stayner | 5.2 | ..... | 15,587.68 | 15,587.68 |
| 92 | Elmvale-Wasaga Beach | 9.0 | ..... | 19,958.17 | 19,958.17 |
| 93 | Crown Hill-Waverley | 17.5 | 10,582.25 | 57,792.99 | 68,375.24 |
| 94 | Candler-Highway 17 | 6.5 | 268.32 | 14,507.52 | 14,775.84 |
| 95 | Wolfe Island North and South Road | 7.0 | 959.38 | 16,995.39 | 17,954.77 |

| Highway No. | Location | Mileage | Construction | Maintenance | Total |
|----------------------------------|--|---------|------------------|-----------------|-----------------|
| 96 | Wolfe Island East and West Road | 20.0 | 8,021.17 | 43,306.86 | 51,328.03 |
| 97 | Hickson-Freelton | 44.5 | 149,882.93 | 111,024.26 | 260,907.19 |
| 98 | Windsor-Blenheim | 58.7 | 19,127.97 | 438,664.63 | 457,792.60 |
| 98A | Six Corners, Highway 98-Maidstone, Highway 3 | 1.1 | ..... | 862.40 | 862.40 |
| 99 | Dundas-Junction Highways 5 and 24 | 16.5 | 336.83 | 49,950.86 | 50,287.69 |
| 100 | Thamesford-Highway 7 | 16.0 | 1,820.42 | 56,790.02 | 58,610.44 |
| 101 | Highway 67-Quebec Boundary | 77.9 | 75,187.73 | 79,955.02 | 155,142.75 |
| 102 | Junction Highway 2-Dundas | 2.2 | ..... | 10,247.51 | 10,247.51 |
| 103 | Waubauskene-Port Severn | 6.4 | 17,637.97 | 18,447.01 | 36,084.98 |
| 104 | Highway 9-Grand Valley | 1.8 | 79,247.64 | 4,053.54 | 83,301.18 |
| 105 | Vermilion Bay-Red Lake | 111.9 | 223,584.19 | 196,854.30 | 420,438.49 |
| 106 | Welcome-Dale Cut-Off | 2.7 | 4,804.85 | 16,449.62 | 21,254.47 |
| 107 | Ruthven (Highway 3)-Highway 18 | 1.0 | ..... | 777.15 | 777.15 |
| 108 | Old Queen Street | 4.0 | 2,274.92 | 15,907.41 | 18,182.33 |
| 109 | Eglinton Ave. (Victoria Park-Highway 2) | 5.1 | 191.97 | 10,539.73 | 10,731.70 |
| 110 | Highway 15-Highway 29 (Carleton Place) | 1.8 | ..... | 2,387.47 | 2,387.47 |
| 400 | Toronto-Crown Hill, Controlled Access | 53.2 | 5,467,485.95 | 182,886.53 | 5,650,372.48 |
| 401 | Windsor-Quebec Boundary, Controlled Access ..... | ..... | 6,614,992.86 | 347,800.67 | 6,962,793.53 |
| 402 | Point Edward-Highway 7, Controlled Access | 3.9 | 177,567.34 | 5,174.83 | 182,742.17 |
| | Queen Elizabeth Way | 97.3 | 1,176,124.88 | 594,527.86 | 1,770,652.74 |
| | Pelee Island ..... | ..... | 2,630.95 | 10,819.55 | 13,450.50 |
| | Ferries ..... | ..... | 436,073.02 | 132,262.93 | 568,335.95 |
| | Peterborough Cut-off ..... | ..... | 45,396.12 | ..... | 45,396.12 |
| | Miscellaneous Surveys ..... | ..... | 11,472.30 | 305.80 | 11,778.10 |
| TOTAL KING'S HIGHWAYS, ETC. .... |  | ..... | \$48,247,583.10 | \$25,120,913.23 | \$73,368,496.33 |
| | Total sidewalks ..... | ..... | 61,892.19 | ..... | 61,892.19 |
| | Total connecting links ..... | ..... | 98,952.06 | 135,642.31 | 234,594.37 |
| | Total development roads ..... | ..... | 5,961,536.82 | 4,966,362.09 | 10,927,898.91 |
| | Total development roads Part VI (H. I. A.) ..... | ..... | 1,644,626.08 | 35,279.38 | 1,679,905.46 |
| | Total unincorporated townships ..... | ..... | 227,423.98 | 602,836.79 | 830,260.77 |
| | Stock (materials, etc.)* ..... | ..... | ..... | 366,457.91 | 366,457.91 |
| | Lands and buildings ..... | ..... | 877,877.37 | 206,507.67 | 1,084,385.04 |
| | Weigh scales ..... | ..... | 4,857.73 | 16,750.03 | 21,607.76 |
| | Road equipment ..... | ..... | ..... | 1,045,618.92 | 1,045,618.92 |
| | Division office and general engineering ..... | ..... | 392,483.44 | 1,245,042.61 | 1,637,526.05 |
| | Traffic census ..... | ..... | ..... | 51,539.94 | 51,539.94 |
| | Forestry ..... | ..... | ..... | 57,013.10 | 57,013.10 |
| | Dominion Government repayments ..... | ..... | 4,103,752.94 | ..... | 4,103,752.94 |
| | Net general expense ..... | ..... | 103,855.43 | 1,473,146.87 | 1,369,281.44 |
| | | | \$ 53,309,624.40 | \$35,323,100.85 | \$88,632,725.25 |

*Inventories March 31, 1953

\$4,074,416.33

Inventories March 31, 1952

3,707,958.42

Increase in stock

\$ 366,457.91

APPENDIX No. 3

**SCHEDULE OF ASSUMPTIONS AND REVERSION OF SECTIONS OF THE
KING'S HIGHWAY SYSTEM FOR THE FISCAL YEAR
ENDING MARCH 31, 1953**

ASSUMPTIONS

| COUNTY OR DISTRICT | PLAN NOS. | LOCATION OF ROAD | DATE ASSUMED | HWY. No. | MILES |
|-----------------------|--------------|---|-----------------|-------------|-------|
| Algoma | A-43-10 | Nesterville Town | Mar. 4, 1953 | 17 | 1.60 |
| Brant | A-1-22 | Brantford Twp. | Mar. 4, 1953 | 2 | 0.39 |
| Brant | A-1-24 | Brantford Twp. | Mar. 4, 1953 | 2 | 0.29 |
| Bruce | A-2-22 | Greenock | Mar. 4, 1953 | 4 | 0.63 |
| Cochrane | A-44-15 | Tisdale Twp. | Sept. 24, 1952 | 67 | 0.25 |
| Cochrane | A-44-16 | Calvert Twp. | Sept. 24, 1952 | 67 | 0.34 |
| Cochrane | A-44-18 | Calvert Twp. | Nov. 26, 1952 | 67 | 0.57 |
| Durham | A-6-24 | Hope Twp. | Sept. 10, 1952 | 2 | 0.23 |
| Durham | A-6-25 | Cavan Twp. | Mar. 4, 1953 | 7A | 0.40 |
| Durham | A-6-27 | Cavan & Manvers Twps. | Mar. 4, 1953 | 7A | 0.74 |
| | P-2959-6 | | | | |
| Essex | P-2956-12 | Sandwich S. & Maidstone Twps. | Mar. 26, 1953 | 401 | 9.66 |
| Haldimand | A-13-14 | Rainham & N. Cayuga Twps. | Dec. 10, 1952 | 3 | 0.32 |
| Hastings | A-15-54 | Dungannon & Faraday Twps. | Sept. 10, 1952 | 62 | 3.83 |
| Hastings | A-15-55 | Monteagle & Herschel Twps. | Mar. 4, 1953 | 62 | 1.83 |
| Hastings | A-15-57 | Monteagle & Herschel Twps. | Mar. 4, 1953 | 62 | 0.98 |
| Hastings | A-15-59 | Monteagle & Wicklow Twps. | Mar. 4, 1953 | 62 | 1.20 |
| Hastings | A-15-61 | Faraday Twp. | Mar. 4, 1953 | 62 | 0.86 |
| Huron | A-16-32 | Howick Twp. | Nov. 26, 1952 | 87 | 1.20 |
| Huron | A-16-34 | Turnberry Twp. | Mar. 4, 1953 | 86 | 0.42 |
| Kent | A-17-31 | Gore of Camden | Sept. 10, 1952 | 21 | 0.77 |
| Kent | A-17-33 | Gore of Chatham | Nov. 26, 1952 | 40 | 0.13 |
| Lambton | A-18-39 | Euphemia Twp. | July 7, 1952 | 79 | 0.36 |
| Lambton | A-18-41 | Brooke Twp. | Sept. 10, 1952 | 79 | 1.00 |
| Lambton | A-18-43 | Warwick Twp. | Nov. 26, 1952 | 79 | 0.30 |
| Lanark | A-19-35 | Drummond | Mar. 4, 1953 | 15 | 0.62 |
| Leeds | A-20-35 | Brockville (N. Limits) | Nov. 26, 1952 | 29 | 0.07 |
| Leeds | A-20-33 | South Crosby | Nov. 26, 1952 | 15 | 0.94 |
| Muskoka | A-47-19 | Morrison Twp. | July 30, 1952 | 11 | 0.36 |
| Northumberland | A-25-22 | Murray Twp. | Sept. 24, 1952 | 33 | 1.52 |
| Northumberland | A-25-23 | Seymour Twp. | Mar. 4, 1953 | 30 | 0.22 |
| Northumberland | A-25-25 | Seymour Twp. | Mar. 4, 1953 | 30 | 0.08 |
| Northumberland | A-25-26 | Seymour Twp. | Mar. 4, 1953 | 30 | 0.13 |
| Oxford | A-27-28 | Blenheim Twp. | Mar. 4, 1953 | 97 | 0.23 |
| Peel | A-28-25 | Toronto Twp. (Erindale) | Sept. 10, 1952 | 5 | 0.48 |
| Perth | A-29-26 | Mornington | July 30, 1952 | 19 | 0.86 |
| Perth | A-29-27 | Logan | Mar. 4, 1953 | 23 | 0.08 |
| Perth | A-29-28 | Wallace | Mar. 4, 1953 | 23 | 0.04 |
| Perth | A-29-29 | South Easthope | Dec. 10, 1952 | 7-8 | 0.36 |
| Prince Edward | A-32-15 | Hillier Twp. | Nov. 26, 1952 | 33 | 6.25 |
| Renfrew | A-33-40 | Petawawa, Pembroke, Alice & Stafford Twps. | Mar. 4, 1953 | 17 | 2.65 |
| Sudbury | A-51-21 | Salter Twp. & Massey Town | Nov. 26, 1952 | 17 | 2.00 |
| Sudbury | A-51-22 | McKim Twp. | Mar. 4, 1953 | 69 | 0.09 |
| Waterloo | A-38-41 | Woolwich Twp. (St. Jacobs) | Nov. 26, 1952 | 85 | 0.60 |
| Wentworth | A-41-55 | Beverly Twp. (Troy) | Mar. 4, 1953 | 5 | 0.25 |
| York | A-42-69 | Vaughan Twp. | Mar. 4, 1953 | 7 | 0.13 |
| TOTAL | | | | | 46.26 |

REVERSIONS

| COUNTY OR DISTRICT | PLAN NOS. | LOCATION OF ROAD | DATE REVERTED | HWY. NO. | MILES |
|--------------------|-----------|----------------------------|----------------|----------|-------|
| Algoma | A-43-11 | Nesterville Town | Feb. 9, 1953 | 17 | 1.72 |
| Brant | A-1-23 | Brantford Twp. | Mar. 16, 1953 | 2 | 0.39 |
| Brant | A-1-25 | Brantford Twp. | Mar. 16, 1953 | 2 | 0.33 |
| Cochrane | A-44-13 | Tisdale Twp. (Timmins) | Mar. 10, 1952 | 67 | 0.75 |
| Cochrane | A-44-14 | Tisdale Twp. | Mar. 10, 1952 | 67 | 0.25 |
| Cochrane | A-44-17 | Calvert | Nov. 3, 1952 | 67 | 0.32 |
| Dundas | A-5-16 | Chesterville Village | Sept. 2, 1952 | 43 | 0.09 |
| Durham | A-6-26 | Cavan | Jan. 19, 1953 | 7A | 0.43 |
| Durham | A-6-28 | Cavan & Manvers | Jan. 19, 1953 | 7A | 1.15 |
| Frontenac | A-9-28 | Kingston City | Sept. 2, 1952 | 33 | 1.64 |
| Frontenac | A-9-29 | Kingston City | Sept. 2, 1952 | 2 | 1.72 |
| Hastings | A-15-56 | Monteagle & Herschel Twps. | Feb. 9, 1952 | 62 | 2.35 |
| Hastings | A-15-58 | Monteagle & Herschel Twps. | Feb. 9, 1953 | 62 | 0.76 |
| Hastings | A-15-60 | Monteagle & Wicklow Twps. | Mar. 16, 1953 | 62 | 1.19 |
| Hastings | A-15-62 | Faraday Twp. | Mar. 16, 1953 | 62 | 0.83 |
| Huron | A-16-33 | Howick Twp. | Dec. 8, 1952 | 87 | 1.20 |
| Huron | A-16-35 | Turnberry Twp. | Dec. 8, 1952 | 86 | 0.46 |
| Kent | A-17-32 | Gore of Camden & Chatham | Aug. 25, 1952 | 21 | 0.97 |
| Kent | A-17-34 | Gore of Chatham | Nov. 3, 1952 | 40 | 0.13 |
| Lambton | A-18-44 | Sarnia Twp. & City | Dec. 15, 1952 | 7 | 1.00 |
| Lambton | A-18-45 | Sarnia Twp. & City | Nov. 3, 1952 | 40 | 4.55 |
| Lanark | A-19-34 | Drummond Twp. | Feb. 9, 1953 | 15 | 0.70 |
| Leeds | A-20-36 | Brockville (N. limits) | Oct. 6, 1952 | 29 | 0.07 |
| Leeds | A-20-34 | South Crosby Twp. | Sept. 15, 1952 | 15 | 0.91 |
| Muskoka | A-47-18 | Morrison Twp. | May 5, 1952 | 11 | 0.38 |
| Nipissing | A-48-16 | Strathy Twp. | Feb. 9, 1953 | 11 | 0.08 |
| Northumberland | A-24-25 | Seymour Twp. | Mar. 2, 1953 | 30 | 0.28 |
| Ontario | A-26-36 | Rama & Mara Twps. | May 5, 1952 | 69 | 10.60 |
| Oxford | A-27-29 | Blenheim Twp. | Dec. 8, 1952 | 97 | 0.33 |
| Peel | A-28-24 | Toronto Twp. (Erindale) | May 5, 1952 | 5 | 0.51 |
| Perth | A-29-30 | South Easthope | Dec. 8, 1952 | 7-8 | 0.10 |
| Renfrew | A-33-41 | Pembroke & Stafford Twps. | Jan. 26, 1953 | 17 | 0.19 |
| Renfrew | A-33-42 | Petawawa & Pembroke Twps. | Jan. 26, 1953 | 17 | 2.77 |
| Renfrew | A-33-43 | Gratton Twp. | Feb. 2, 1953 | 41 | 0.10 |
| Sudbury | A-15-20 | Salter Twp. & Massey Town | Sept. 22, 1952 | 17 | 2.35 |
| Sudbury | P-2976-9 | McKim (Road Closing) | Dec. 8, 1952 | 69 | 0.08 |
| Waterloo | A-38-33 | Galt City | May 26, 1952 | 8 | 0.99 |
| Waterloo | A-38-34 | Galt City | May 26, 1952 | 24-97 | 0.56 |
| Waterloo | A-38-35 | Galt City | May 26, 1952 | 24A | 0.31 |
| Waterloo | A-38-36 | Kitchener City | May 26, 1952 | 7-8 | 0.46 |
| Waterloo | A-38-37 | Kitchener City | May 26, 1952 | 7 | 0.78 |
| Waterloo | A-38-38 | Kitchener City | May 26, 1952 | 8 | 0.83 |
| Waterloo | A-38-39 | Galt City | Sept. 2, 1952 | 97 | 0.22 |
| Waterloo | A-38-40 | Preston Town | June 16, 1952 | 8 | 0.61 |
| Waterloo | A-38-42 | Woolwich Twp. (St. Jacobs) | Nov. 3, 1952 | 85 | 0.61 |
| Welland | A-39-42 | Fonthill Village | Aug. 25, 1952 | 20 | ... |
| Wellington | A-40-32 | Guelph City | Feb. 9, 1953 | 24 | 0.36 |
| Wellington | A-40-33 | Guelph City | Feb. 9, 1953 | 6 | 0.81 |
| Wellington | A-40-34 | Guelph City | Feb. 9, 1953 | 7 | 1.97 |
| Wentworth | A-41-53 | Hamilton City | Nov. 3, 1952 | 55 | 0.68 |
| Wentworth | A-41-54 | Hamilton City | Nov. 3, 1952 | 6 | 0.66 |
| Wentworth | A-41-52 | Ancaster Twp. | June 30, 1952 | 2-8 | 0.41 |

TOTAL 51.94

APPENDIX

BRIDGES COMPLETED

| NAME | TYPE | SPAN | ROAD |
|---|---|---|---|
| Armitage Bridge..... (Constance Creek) | Cresotated timber trestle..... | 2 @ 16', 3 @ 20'.... | Township Road Dunrobin-Ottawa R..... |
| Avenue Road Underpass..... | Concrete rigid frame girder.. | 1 @ 88'2"..... | Highway No. 401 Toronto By-Pass at Highway 11A Avenue Rd. |
| Base Line..... (Bloor St.) Underpass | Concrete rigid frame..... | 2 @ 64'..... | Highway No. 401 in City of Oshawa..... |
| Birch Creek..... | Steel beams on timber pile piers | 1 @ 45', 3 @ 16' 2 @ 13'6", 2 @ 12'6" | Highway No. 17 Webbwood-S. S. Marie.. |
| Black Creek (Downsview Ave.) | Concrete rigid frame..... | 1 @ 40'..... | Downsview Ave. at Jane St. Cloverleaf on the Toronto By-Pass..... |
| Blanche River (Judge)..... | Bailey bridge..... | 50' D.S. 2 TS @ 120' 100' T.S. 70' D.S.... | North Timiskaming Rd..... |
| Blanche River..... | Cresotated timber trestle..... (Comp. timber & conc. deck) | 6 @ 16'..... | Highway No. 11 Kenogami-Matheson.... |
| Brule Creek..... | Timber truss..... | 1 @ 30'..... | Township Road..... |
| Carp River..... | Cresotated timber trestle..... | 7 @ 16'..... | Highway No. 17 S. S. Marie-Montreal R... |
| Clute Township..... | Timber trestle..... | 4 @ 15'..... | Statute Labour Road..... |
| Commanda Creek..... | Timber trestle..... | 2 @ 13'6", 2 @ 16' | Trout Creek-Loring Road.. |
| Cotton Mill Bridge at Dundas (Morden Creek) | Steel beams on concrete abutments..... | 1 @ 40'..... | Highway No. 8 Hamilton-Galt..... |
| Crooked Creek..... | Cresotated timber trestle..... (Composite deck) | 2 @ 15'6", 5 @ 16' | Highway No. 11 Englehart-Kenogami.... |
| Harmony Creek..... | Concrete arch barrel..... | 1 @ 24'..... | Highway No. 401 Oshawa-Newcastle..... |
| Haultain Creek..... | Cresotated timber trestle..... | 2 @ 13'6", 8 @ 16' | Highway No. 28 North of Burleigh Falls.. |
| Hazelwood River..... | Timber truss..... | 1 @ 30'..... | Township Road..... |
| Junction Creek..... | Cresotated timber trestle..... | 2 @ 13'6", 1 @ 16' | Township Road Barry-Downe..... |
| Kabaigon Creek..... | Cresotated timber trestle..... | 2 @ 13'6", 3 @ 16' | Atikokan-Shebandowan... |
| Kirby Creek..... | Concrete rigid frame..... | 1 @ 40'..... | Highway No. 43..... |
| Lake Nipissing..... North West Bay of | Cresotated timber trestle..... | 13 @ 16'..... | Verner-Noelville ½ mi. S. of Lavigne..... |
| Lake Nipissing..... South Branch West Arm (Pednault's Bridge) | Cresotated timber trestle..... | 2 @ 13'6", 21 @ 16' | Secondary Road Hagar-Noelville..... |
| Liberty St. Overpass..... | Concrete rigid frame..... | 1 @ 37'½"..... | Highway No. 401 City of Bowmanville.... |
| Lily Creek..... | Concrete arch barrel..... | 1 @ 24'..... | Highway No. 69 (T.C.H.).. |
| Maitland River..... (Wroxeter Bridge) | Concrete rigid frame..... | 2 @ 50', 1 @ 60'.... | Highway No. 87 Harriston-Bluevale..... |
| Mississippi River..... | Steel Low trusses..... | 2 @ 100'..... | Dev. Rd. No. 78 Perth-Lanark..... |
| Mitchell Bridge..... (Thames River) | Concrete rigid frame..... (T-beams at centre) | 1 @ 75'..... | Highway No. 8 Stratford-Goderich..... |
| Murdock River..... | Concrete arch barrel..... | 1 @ 24'..... | Highway No. 69 (T.C.H.).. |
| Nanticoke Creek..... | Concrete rigid frame..... | 1 @ 50'..... | French River-Sudbury... |
| Newboro Bridge..... (Rideau Canal) | Steel rigid frame..... | 1 @ 89'..... | Highway No. 3 Jarvis-Simcoe..... |
| Oskondaga River..... | Steel truss through..... | 1 @ 90'..... | Highway No. 42 Westport-Crosby..... |
| Pike Creek..... | Concrete rigid frame..... | 1 @ 30'..... | Highway No. 17 Ft. Wm.-Oskondaga R... |
| Pitch Creek..... | Timber truss..... | 1 @ 45'..... | Highway No. 401 East of Windsor..... |
| Puce River..... | Concrete rigid frame..... | 1 @ 30'..... | Township Road..... |
| Selim C.P.R. Overhead..... | Steel beam on concrete piers & concrete slab approach spans | 2 @ 20'4", 1 @ 48'8" | Highway No. 401 East of Windsor..... |
| Slate River..... | C.R.F. extension to existing concrete beam & slab | 1 @ 35'..... | Highway No. 17 Selim Hill-Rossport..... |
| Smoky Creek..... | Concrete rigid frame..... | 1 @ 30'..... | Highway No. 61 Ft. Wm.-Pigeon River... |
| Soper Creek (C.A.H.)..... | Concrete rigid frame..... | 1 @ 60'..... | Highway No. 16 Guelph-Owen Sound..... |
| Soper Creek..... (North Service Road) | Concrete rigid frame..... | 1 @ 60'..... | Highway No. 401 Toronto-Newcastle..... |
| Soper Creek..... (South Service Road) | Concrete rigid frame..... | 1 @ 60'..... | North Service Rd. for Hwy. No. 401 at Bowmanville.. |
| Soper Creek..... (South Service Road) | Concrete rigid frame..... | 1 @ 60'..... | South Service Road for Hwy. No. 401 at Bowmanville.. |

No. 4

DURING 1952

| TOWNSHIP | LOT | CONCESSION | COUNTY OR DISTRICT | DIVISION |
|-------------------------|------------------------|-------------------------|--------------------|----------|
| Torbolton | 5 and 6 | IV and V | Carlton | 9 |
| N. York | | | York | 39 |
| Whitby E. | 5 | I | Ontario | 39 |
| Hallam | 9 | V | Sudbury | 18 |
| N. York | 81 and 82 | | York | 39 |
| Casey | 9 | II | Timiskaming | 14 |
| Maisonville | 11 | II | Timiskaming | 14 |
| Comtee. | B | VI | Thunder Bay | 19 |
| Fisher | Sec. 8 | | Algoma | 18 |
| Clute | 12 and 13 | III | Cochrane | 16 |
| Gurd | 176 | B | Parry Sound | 13 |
| Ancaster | 52 | I | Wentworth | 4 |
| Marquis | 5 | V | Timiskaming | 14 |
| Whitby E. | 4 | I | Ontario | 39 |
| Burleigh | E. ¼ 11 | VI | Peterborough | 10 |
| Gorham | 6 and 7 | III | Thunder Bay | 19 |
| McKim | 1 | V | Sudbury | 17 |
| Winchester | 20 | II and III | Thunder Bay | 19 |
| | | | Dundas | 9 |
| Macpherson | 1 | III | Nipissing | 13 |
| Haddo & Cherriman | 1 | V | Sudbury | 13 |
| Darlington | | | Durham | 39 |
| McKim | 6 and 7 | II | Sudbury | 17 |
| Howick | 25 and 26 | A | Huron | 3 |
| Drummond | 3 and 4 | X and XI | Lanark | 8 |
| Fullerton & Logan | Town of Mitchell | Town of Mitchell | Perth | 3 |
| Servos | 5 and 6 | I | Sudbury | 17 |
| Townsend | 24 | XIV | Norfolk | 4 |
| N. Crosby | 1 | IV | Leeds | 8 |
| Dawson Rd. Lots | 79 | B | Thunder Bay | 19 |
| Sandwich S. | 12 | XI | Essex | 39 |
| O'Connor | 2 | III | Thunder Bay | 19 |
| Maidstone | 18 | V | Essex | 39 |
| No. 85 | | | Thunder Bay | 19 |
| Blake | 10 | II | Thunder Bay | 19 |
| Arthur | 17 | W. of O. S. R. T. | Wellington | 5 |
| Darlington | Town of | Bowmanville | Durham | 39 |
| Darlington | Town of | Bowmanville | Durham | 39 |
| Darlington | Town of | Bowmanville | Durham | 39 |

APPENDIX

BRIDGES COMPLETED

| NAME | TYPE | SPAN | ROAD |
|---|---|-------------------------------------|--|
| South Falls Bridge (South Muskoka R.) (Black River) | Two span continuous deck truss with steel beam ap- proaches | 2 @ 28'3", 1 @ 67'4" 1 @ 101' | Highway No. 11 Diversion Orillia-Huntsville |
| Spanish River | Bailey bridge | 2 @ 120' | Highway No. 68 Highway No. 17-Espanola |
| Strawberry Creek | Timber truss | 1 @ 30' | Township Road |
| Sunshine Creek | Timber truss | 1 @ 60' | Township Road Finmark-Ellis |
| Trout Creek (South Branch) . . | Creosoted timber trestle (comp. deck) | 2 @ 13'6", 4 @ 16' . . | Highway No. 17 (T.C.H.) . . |
| Walford C.P.R. Overhead . . . | Concrete rigid frame | 1 @ 46'7 $\frac{1}{8}$ " | Highway No. 17 (T.C.H.) Webbwood-S. S. Marie . . |
| Webbwood C.P.R. Overhead . . | Concrete rigid frame | 1 @ 40'3 $\frac{3}{8}$ " | Highway No. 17 (T.C.H.) Webbwood-S. S. Marie . . |
| Weston Road Underpass | Composite steel & concrete rigid frame | 1 @ 108'1 $\frac{3}{8}$ " | Highway No. 401 Toronto-By-Pass |
| Whitefish River | Timber truss | 1 @ 30' | Township Road |
| Wilson Road Overpass | Concrete rigid frame | 1 @ 42' | Highway No. 401 City of Oshawa |

No. 4

DURING 1952

| TOWNSHIP | LOT | CONCESSION | COUNTY OR DISTRICT | DIVISION |
|----------------------|--------------|---------------|--------------------|----------|
| Draper & Muskoka.... | 1..... | XI..... | Muskoka..... | 11 |
| Merritt..... | 8..... | VI..... | Sudbury..... | 17 |
| Ware..... | 9..... | IV and V..... | Thunder Bay..... | 19 |
| Dawson Rd. Lots.... | 24..... | I and II..... | Thunder Bay..... | 19 |
| Nipigon..... | 4..... | VI..... | Thunder Bay..... | 19 |
| Victoria..... | Sec. 26..... | 35..... | Algoma..... | 18 |
| Hallam..... | 9..... | V..... | Sudbury..... | 18 |
| N. York..... | 10..... | V..... | York..... | 39 |
| Strange..... | 3..... | V and VI..... | Thunder Bay..... | 19 |
| Whitby E..... | 6 and 7..... | ..... | Ontario..... | 39 |

APPENDIX NO. 5

COUNTIES

CHRONOLOGICAL SUMMARY OF ROAD EXPENDITURE AND PROVINCIAL SUBSIDY

| YEAR | Number of Counties | Approved Expenditure | Government Subsidy |
|------------------|-----------------------|-------------------------|-----------------------|
| 1903..... | 4 | \$ 166,149.06 | \$ 55,383.02 |
| 1904..... | 7 | 291,085.42 | 97,028.48 |
| 1905..... | 6 | 179,593.62 | 59,864.53 |
| 1906..... | 8 | 247,102.37 | 82,367.45 |
| 1907..... | 14 | 383,518.86 | 127,839.62 |
| 1908..... | 15 | 429,393.57 | 143,131.16 |
| 1909..... | 16 | 440,374.08 | 146,791.36 |
| 1910..... | 17 | 553,312.61 | 184,437.54 |
| 1911..... | 19 | 712,072.52 | 237,357.50 |
| 1912..... | 20 | 898,631.18 | 299,543.69 |
| 1913..... | 20 | 847,684.15 | 282,561.35 |
| 1914..... | 20 | 785,521.93 | 261,840.61 |
| 1915..... | 20 | 811,540.05 | 270,513.34 |
| 1916..... | 21 | 955,447.19 | 327,663.76 |
| 1917..... | 30 | 1,388,341.87 | 483,621.32 |
| 1918..... | 36 | 2,226,899.70 | 815,440.01 |
| 1919..... | 37 | 5,714,937.19 | 2,623,719.24 |
| 1920..... | 37 | 7,956,863.72 | 3,626,418.08 |
| 1921..... | 37 | 11,078,288.39 | 5,119,882.26 |
| 1922..... | 37 | 9,162,491.79 | 4,258,339.83 |
| 1923..... | 37 | 7,403,509.96 | 3,418,523.07 |
| 1924..... | 37 | 6,861,451.62 | 3,214,321.50 |
| 1925..... | 37 | 6,608,431.04 | 3,222,678.10 |
| 1926..... | 37 | 5,838,445.12 | 2,913,660.96 |
| 1927..... | 37 | 7,424,464.85 | 3,706,719.88 |
| 1928..... | 37 | 8,784,420.42 | 4,360,222.86 |
| 1929..... | 37 | 9,212,758.04 | 4,591,110.16 |
| 1930..... | 37 | 8,929,424.27 | 4,463,527.11 |
| 1931..... | 37 | 7,265,350.65 | 3,625,860.66 |
| 1932..... | 37 | 4,214,410.70 | 2,106,457.18 |
| 1933..... | 37 | 3,058,622.91 | 1,529,228.37 |
| 1934..... | 37 | 3,391,768.96 | 1,695,291.35 |
| 1935..... | 37 | 3,107,215.32 | 1,553,273.39 |
| 1936..... | 37 | 3,438,188.53 | 1,718,944.63 |
| 1937..... | 37 | 4,062,753.39 | 2,031,372.49 |
| 1938..... | 37 | 4,686,333.38 | 2,342,971.65 |
| 1939..... | 37 | 4,775,109.01 | 2,387,240.73 |
| 1940..... | 37 | 4,496,702.25 | 2,247,977.06 |
| 1941..... | 37 | 4,805,301.60 | 2,402,650.75 |
| 1942..... | 37 | 3,221,505.02 | 1,610,752.54 |
| 1943..... | 37 | 3,951,745.47 | 1,975,872.73 |
| 1944..... | 37 | 4,675,028.89 | 2,365,507.20 |
| 1945..... | 37 | 5,692,079.85 | 2,898,135.97 |
| 1946..... | 37 | 7,392,946.45 | 3,769,755.43 |
| 1947..... | 37 | 9,597,750.67 | 5,064,601.24 |
| 1948..... | 37 | 11,345,808.93 | 6,176,598.43 |
| 1949..... | 37 | 12,645,251.23 | 6,949,735.96 |
| 1950..... | 37 | 12,863,429.71 | 6,923,703.44 |
| 1951..... | 37 | 15,136,060.35 | 8,058,376.21 |
| 1952..... | 37 | 17,373,344.83 | 9,276,797.84 |
| TOTALS TO DATE.. | | \$257,488,862.69 | \$128,105,613.04 |

APPENDIX No. 6

COUNTY ROAD MILEAGES AND EXPENDITURES

From Inception of County Road Systems to December 31st, 1952
Provincial Subsidies on 1952 Expenditures being paid in the 1952-53 Fiscal Year

| COUNTY | Year of Establishment of System | ROAD MILEAGES | | | Total Approved Expenditure to end of 1952 | Total Government Grant |
|-------------------------------------|---------------------------------|---------------|------------------------|----------|---|------------------------|
| | | County Roads | County Sub-urban Roads | Total | | |
| Brant..... | 1917 | 86.79 | 30.00 | 116.79 | \$ 4,341,810.57 | \$ 2,202,783.22 |
| Bruce..... | 1917 | 303.53 | .... | 303.53 | 6,628,817.08 | 3,387,867.49 |
| Carleton..... | 1910 | 141.65 | 89.80 | 231.45 | 11,269,523.13 | 5,529,526.56 |
| Dufferin..... | 1918 | 166.20 | .... | 166.20 | 2,733,078.31 | 1,341,734.80 |
| Elgin..... | 1917 | 262.70 | 19.80 | 282.50 | 5,923,882.40 | 2,960,169.98 |
| Essex..... | 1916 | 197.55 | 45.00 | 242.55 | 9,310,679.84 | 4,680,739.83 |
| Frontenac..... | 1907 | 126.45 | 38.80 | 165.25 | 3,092,435.97 | 1,510,274.21 |
| Grey..... | 1918 | 324.20 | 35.00 | 359.20 | 7,190,952.67 | 3,621,298.40 |
| Haldimand..... | 1912 | 164.40 | .... | 164.40 | 5,845,696.56 | 2,899,231.46 |
| Halton..... | 1907 | 147.20 | .... | 147.20 | 4,060,425.25 | 1,966,214.07 |
| Hastings..... | 1904 | 277.39 | 6.20 | 283.59 | 5,619,626.26 | 2,709,591.96 |
| Huron..... | 1917 | 400.15 | .... | 400.15 | 6,526,238.62 | 3,304,079.00 |
| Kent..... | 1917 | 318.49 | 9.51 | 328.00 | 11,342,872.38 | 5,963,161.59 |
| Lambton..... | 1918 | 219.65 | 14.35 | 234.00 | 5,253,784.31 | 2,607,543.01 |
| Lanark..... | 1903 | 222.10 | 6.00 | 228.10 | 4,786,005.33 | 2,376,517.59 |
| Leeds and Grenville... | 1910 | 328.10 | 18.00 | 346.10 | 6,614,394.74 | 3,191,479.25 |
| Lennox and Addington | 1906 | 170.21 | .... | 170.21 | 4,414,859.07 | 2,233,243.16 |
| Lincoln..... | 1904 | 173.55 | 14.20 | 187.75 | 7,003,303.36 | 3,312,735.93 |
| Middlesex..... | 1906 | 456.30 | 55.20 | 511.50 | 9,849,449.74 | 4,868,366.84 |
| Norfolk..... | 1917 | 240.30 | .... | 240.30 | 6,956,406.11 | 3,438,794.47 |
| Northumberland and Durham..... | 1918 | 297.35 | 12.70 | 310.05 | 6,020,334.56 | 3,039,882.50 |
| Ontario..... | 1918 | 210.31 | 14.95 | 225.26 | 4,668,278.64 | 2,351,800.64 |
| Oxford..... | 1904 | 207.30 | 10.20 | 217.50 | 6,124,930.52 | 2,925,420.10 |
| Peel..... | 1907 | 143.20 | .... | 143.20 | 5,831,896.56 | 2,880,991.31 |
| Perth..... | 1907 | 217.88 | 12.75 | 230.63 | 4,187,327.28 | 2,070,701.31 |
| Peterborough..... | 1919 | 132.80 | 69.00 | 201.80 | 3,252,073.47 | 1,725,082.79 |
| Prescott and Russell.. | 1917 | 336.53 | .... | 336.53 | 7,993,093.68 | 3,864,653.60 |
| Prince Edward..... | 1907 | 189.63 | .... | 189.63 | 3,749,741.53 | 1,818,589.04 |
| Renfrew..... | 1918 | 228.30 | .... | 228.30 | 5,637,667.66 | 2,844,465.15 |
| Simcoe..... | 1903 | 268.50 | .... | 268.50 | 7,559,760.75 | 3,712,447.11 |
| Stormont, Dundas and Glengarry..... | 1917 | 433.80 | 28.50 | 462.30 | 10,118,996.66 | 5,043,451.56 |
| Victoria..... | 1917 | 227.20 | .... | 227.20 | 4,569,822.68 | 2,336,779.59 |
| Waterloo..... | 1908 | 132.56 | 74.34 | 206.90 | 7,587,232.25 | 3,800,594.52 |
| Welland..... | 1912 | 146.00 | 18.00 | 164.00 | 7,729,779.24 | 3,713,840.08 |
| Wellington..... | 1903 | 342.90 | 32.50 | 375.40 | 8,405,127.76 | 4,259,948.81 |
| Wentworth..... | 1903 | 137.98 | 51.45 | 189.43 | 7,853,696.10 | 3,799,172.08 |
| York..... | 1911 | 83.58 | 250.54 | 334.12 | 27,434,861.65 | 13,812,440.03 |
| TOTALS..... | | 8,462.73 | 956.79 | 9,419.52 | \$257,488,862.69 | \$128,105,613.04 |

APPENDIX

SUMMARY OF COUNTY

(Government Subsidies paid)

| NAME OF COUNTY | ROADS | | BRIDGES AND CULVERTS For 80% Subsidy | |
|---------------------------------|-------------------|------------------|---|------------------|
| | Con- struction | Mainte- nance | Con- struction | Mainte- nance |
| Brant..... | \$ 97,120.56 | \$ 62,699.24 | \$ 44,286.49 | \$ 2,100.70 |
| Bruce..... | 219,107.84 | 82,098.17 | 38,717.97 | 2,083.98 |
| Carleton..... | 135,703.78 | 254,554.18 | 37,357.25 | 18,037.54 |
| Dufferin..... | 34,185.63 | 101,364.54 | 1,312.06 | 5,667.12 |
| Elgin..... | 10,508.53 | 365,832.55 | 21,085.24 | 21,288.54 |
| Essex..... | 143,959.84 | 289,623.56 | 83,624.25 | 15,606.19 |
| Frontenac..... | 21,926.58 | 122,995.92 | 34,857.21 | 4,726.01 |
| Grey..... | 134,927.27 | 222,620.08 | 10,024.19 | 13,697.02 |
| Haldimand..... | 218,411.29 | 109,490.81 | 42,454.29 | 1,557.60 |
| Halton..... | 44,887.00 | 140,495.99 | 15,625.33 | 4,928.33 |
| Hastings..... | 76,095.21 | 166,510.93 | 7,972.35 | 9,269.90 |
| Huron..... | 173,500.94 | 149,319.06 | 33,807.26 | 16,987.85 |
| Kent..... | 475,579.87 | 140,082.29 | 66,079.41 | 27,441.60 |
| Lambton..... | 98,953.16 | 228,859.63 | ..... | ..... |
| Lanark..... | 35,881.79 | 138,882.27 | 34,290.39 | 16,329.43 |
| Leeds & Grenville..... | 85,015.30 | 207,554.91 | 5,156.75 | 9,343.25 |
| Lennox & Addington..... | 32,770.66 | 167,242.00 | 13,069.75 | 288.27 |
| Lincoln..... | 112,777.17 | 165,972.43 | 42,320.97 | 6,517.14 |
| Middlesex..... | 534,428.37 | 241,780.57 | 72,515.19 | 12,698.97 |
| Norfolk..... | 112,820.28 | 233,282.95 | 60,346.63 | 7,770.71 |
| Northumberland & Durham..... | 87,735.97 | 186,756.95 | 48,222.33 | 4,655.85 |
| Ontario..... | 117,196.64 | 161,936.87 | 54,004.09 | 13,627.41 |
| Oxford..... | 164,887.48 | 159,551.66 | 7,733.81 | 12,219.48 |
| Peel..... | 257,707.38 | 290,039.19 | 65,999.64 | 8,385.43 |
| Perth..... | 107,185.82 | 182,817.78 | 46,397.76 | 2,246.96 |
| Peterborough..... | 54,622.06 | 129,333.94 | 16,081.82 | 16,898.04 |
| Prescott & Russell..... | 64,841.16 | 296,045.30 | 42,965.25 | 26,402.66 |
| Prince Edward..... | 87,650.67 | 87,805.60 | 10,170.99 | 516.66 |
| Renfrew..... | 127,276.08 | 111,983.60 | 110,063.05 | 5,599.06 |
| Simcoe..... | 167,358.63 | 267,087.28 | 24,863.88 | 784.43 |
| Stormont, Dundas & Glengarry... | 173,187.71 | 246,542.43 | 8,460.65 | 20,048.85 |
| Victoria..... | 64,067.19 | 126,402.13 | 17,298.70 | 10,562.94 |
| Waterloo..... | 54,432.65 | 208,309.50 | ..... | 20,953.81 |
| Welland..... | 283,936.29 | 179,284.02 | 23,376.56 | 641.66 |
| Wellington..... | 70,237.17 | 434,129.60 | 59,132.12 | 11,199.85 |
| Wentworth..... | 80,267.47 | 291,691.12 | 7,836.60 | 16,871.85 |
| York..... | 1,477,424.10 | 872,921.04 | 373,656.41 | 17,963.00 |
| Totals..... | \$6,238,575.54 | \$7,823,900.09 | \$1,581,166.64 | \$385,918.09 |

No. 7

ROAD EXPENDITURES — 1952

in the 1952-1953 Fiscal Year)

| WINTER CONTROL (Maintenance) | APPROVED EXPENDITURE | | | GOVERNMENT SUBSIDY 50% and 80% |
|------------------------------------|----------------------|------------------|-----------------|--------------------------------------|
| | Con- struction | Mainte- nance | Total | |
| \$ 19,662.41 | \$ 141,407.05 | \$ 84,462.35 | \$ 225,869.40 | \$ 126,850.86 |
| 38,873.98 | 257,825.81 | 123,056.13 | 380,881.94 | 202,681.54 |
| 41,655.25 | 173,061.03 | 314,246.97 | 487,308.00 | 260,272.43 |
| 31,607.76 | 35,497.69 | 138,639.42 | 174,137.11 | 89,162.31 |
| 11,532.47 | 31,593.77 | 398,653.56 | 430,247.33 | 227,835.80 |
| 5,653.64 | 227,584.09 | 310,883.39 | 538,467.48 | 299,002.87 |
| 18,272.36 | 56,783.79 | 145,994.29 | 202,778.08 | 113,264.01 |
| 88,711.85 | 144,951.46 | 325,028.95 | 469,980.41 | 242,106.56 |
| 5,318.29 | 260,865.58 | 116,366.70 | 377,232.28 | 201,819.72 |
| 21,966.00 | 60,512.33 | 167,390.32 | 227,902.65 | 120,117.42 |
| 32,845.35 | 84,067.56 | 208,626.18 | 292,693.74 | 151,519.55 |
| 60,271.91 | 207,308.20 | 226,578.82 | 433,887.02 | 232,182.04 |
| 6,529.17 | 541,659.28 | 174,053.06 | 715,712.34 | 385,912.47 |
| 8,322.30 | 98,953.16 | 237,181.93 | 336,135.09 | 168,067.55 |
| 22,272.23 | 70,172.18 | 177,483.93 | 247,656.11 | 139,014.01 |
| 19,836.37 | 90,172.05 | 236,734.53 | 326,906.58 | 167,803.30 |
| 9,384.42 | 45,840.41 | 176,914.69 | 222,755.10 | 115,384.96 |
| 20,482.40 | 155,098.14 | 192,971.97 | 348,070.11 | 188,686.49 |
| 31,198.30 | 606,943.56 | 285,677.84 | 892,621.40 | 471,874.95 |
| 25,101.44 | 173,166.91 | 266,155.10 | 439,322.01 | 240,096.21 |
| 41,307.43 | 135,958.30 | 232,720.23 | 368,678.53 | 200,202.72 |
| 22,378.76 | 171,200.73 | 197,943.04 | 369,143.77 | 204,861.33 |
| 24,003.68 | 172,621.29 | 195,774.82 | 368,396.11 | 190,184.04 |
| 49,790.87 | 323,707.02 | 348,215.49 | 671,922.51 | 358,276.78 |
| 18,587.71 | 153,583.58 | 203,652.45 | 357,236.03 | 193,211.43 |
| 17,533.06 | 70,703.88 | 163,765.04 | 234,468.92 | 127,128.42 |
| 39,238.98 | 107,806.41 | 361,686.94 | 469,493.35 | 255,557.05 |
| 11,948.74 | 97,821.66 | 100,271.00 | 198,092.66 | 102,252.62 |
| 18,630.14 | 237,339.13 | 136,212.80 | 373,551.93 | 221,474.60 |
| 54,905.30 | 192,222.51 | 322,777.01 | 514,999.52 | 265,194.25 |
| 48,673.55 | 181,648.36 | 315,264.83 | 496,913.19 | 257,009.45 |
| 29,849.48 | 81,365.89 | 166,814.55 | 248,180.44 | 132,448.71 |
| 66,036.50 | 54,432.65 | 295,299.81 | 349,732.46 | 181,152.37 |
| 17,703.33 | 307,312.85 | 197,629.01 | 504,941.86 | 259,676.39 |
| 101,704.57 | 129,369.29 | 547,034.02 | 676,403.31 | 359,301.24 |
| 34,295.40 | 88,104.07 | 342,858.37 | 430,962.44 | 222,893.76 |
| 227,699.07 | 1,851,080.51 | 1,118,583.11 | 2,969,663.62 | 1,602,317.63 |
| \$1,343,784.47 | \$7,819,742.18 | \$9,553,602.65 | \$17,373,344.83 | \$9,276,797.84 |

APPENDIX No. 8

ORGANIZED TOWNSHIPS

CHRONOLOGICAL SUMMARY OF ROAD EXPENDITURE AND PROVINCIAL SUBSIDY INCLUDING IMPROVEMENT DISTRICTS, INDIAN RESERVES AND PROVINCIAL PARKS

| YEAR | NO. OF TOWNSHIPS | APPROVED EXPENDITURE | SUBSIDY |
|--------------|------------------|----------------------|------------------|
| 1920 to 1934 | 172-352 | \$ 58,394,540.06 | \$ 18,743,070.89 |
| 1935 | 353 | 2,945,424.37 | 1,233,806.48 |
| 1936 | 357 | 2,988,617.38 | 1,251,632.43 |
| 1937 | 358 | 3,857,518.61 | 1,943,344.98 |
| 1938 | 574 | 4,826,905.00 | 2,553,837.97 |
| 1939 | 583 | 5,392,981.59 | 2,865,752.12 |
| 1940 | 584 | 4,505,295.63 | 2,411,064.90 |
| 1941 | 584 | 5,452,286.74 | 2,917,816.44 |
| 1942 | 583 | 3,698,301.35 | 1,978,368.31 |
| 1943 | 584 | 5,512,990.52 | 2,929,508.15 |
| 1944 | 585 | 6,263,799.90 | 3,400,704.29 |
| 1945 | 596 | 7,696,533.87 | 4,177,608.83 |
| 1946 | 602 | 9,366,654.59 | 5,131,432.11 |
| 1947 | 604 | 12,562,798.76 | 7,064,222.50 |
| 1948 | 606 | 13,688,529.08 | 7,763,289.85 |
| 1949 | 609 | 15,262,451.16 | 8,658,125.77 |
| 1950 | 610 | 15,852,838.23 | 8,944,246.08 |
| 1951 | 610 | 18,774,705.27 | 10,544,324.37 |
| 1952 | 614 | 21,261,356.88 | 11,966,206.37 |
| TOTAL | | \$218,304,528.99 | \$106,478,362.84 |

NOTE: 572 Townships, 14 Improvement Districts, 26 Indian Reserves and 2 Provincial Parks represented in the above expenditures for 1952.

APPENDIX No. 9

CITIES, TOWNS AND VILLAGES

CHRONOLOGICAL SUMMARY OF ROAD EXPENDITURE AND PROVINCIAL SUBSIDY

| YEAR | NO. OF URBAN MUNICIPALITIES | APPROVED EXPENDITURE | SUBSIDY |
|--------|-----------------------------|----------------------|-----------------|
| 1947 | 324 | \$ 5,334,316.72 | \$ 2,667,158.49 |
| 1948 | 327 | 5,614,300.68 | 2,807,150.46 |
| 1949 | 330 | 12,194,258.56 | 4,550,703.10 |
| 1950 | 331 | 12,834,506.55 | 4,823,922.36 |
| 1951 | 334 | 15,956,137.03 | 5,931,088.54 |
| 1952 | 333 | 15,898,102.64 | 5,946,052.04 |
| TOTALS | | \$67,831,622.18 | \$26,726,074.99 |

SIDEWALK CONSTRUCTION 1952-53

(Under Part IX, Section 100, The Highway Improvement Act)

| | |
|-------------------------------------|-------------|
| Ellice Township, Hamlet of Rostock | \$ 551.40 |
| Toronto Township, Village of Malton | 3,964.37 |
| TOTAL | \$ 4,515.77 |

MUNICIPAL ROADS GENERAL OVERHEAD 1952-53

| | |
|---|--------------|
| Discounts allowed Municipalities on pool machinery rentals and operators' wages.. | \$ 85,220.56 |
| General Overhead | 82,549.61 |
| TOTAL | \$167,770.17 |

APPENDIX No. 10
MILEAGE OF URBAN ROAD SURFACES AT THE END OF 1952
ROADS UNDER LOCAL AUTHORITY

| COUNTY | Earth | Gravel or Stone | Surface Treated Gravel or Stone | Low-cost Bitumi- nous Surfaces | Mix. Mac. or Asphaltic Concrete | Cement Concrete Brick, etc. | Total |
|--|--------|-----------------------|--|---|--|-----------------------------------|----------|
| Brant..... | 2.13 | 48.81 | ..... | 5.95 | 15.61 | 11.47 | 83.97 |
| Bruce..... | 7.25 | 67.80 | 19.17 | 17.10 | 4.38 | 1.38 | 117.08 |
| Carleton..... | 49.56 | 11.55 | 112.70 | 134.17 | 99.92 | ..... | 407.90 |
| Dufferin..... | 2.80 | 14.80 | 3.49 | .40 | 5.10 | 5.40 | 31.99 |
| Elgin..... | 14.50 | 12.10 | 20.00 | 21.00 | 28.00 | 3.10 | 98.70 |
| Essex..... | 107.63 | 72.06 | 48.66 | 33.61 | 98.24 | 187.23 | 547.43 |
| Frontenac..... | .82 | 16.80 | 1.97 | 15.43 | 42.93 | .30 | 78.25 |
| Grey..... | 12.81 | 40.97 | 47.69 | 26.12 | 17.92 | 8.59 | 154.10 |
| Haldimand..... | 3.93 | 14.32 | 3.03 | 10.65 | 18.05 | 1.53 | 51.51 |
| Halton..... | .49 | 39.50 | 7.59 | 6.44 | 11.58 | 12.30 | 77.90 |
| Hastings..... | 3.42 | 25.40 | 10.67 | 44.33 | 54.02 | .50 | 138.34 |
| Huron..... | 6.45 | 20.32 | 50.12 | 37.90 | 6.77 | 5.78 | 127.34 |
| Kent..... | 2.49 | 30.61 | 36.63 | 9.24 | 50.96 | 26.46 | 156.39 |
| Lambton..... | 31.89 | 42.98 | 81.56 | 27.06 | 29.82 | 13.18 | 226.49 |
| Lanark..... | 12.32 | 17.44 | 13.10 | 26.47 | 29.20 | 1.00 | 99.53 |
| Leeds and Grenville | 15.70 | 15.70 | 9.30 | 31.70 | 17.85 | 3.30 | 93.55 |
| Lennox and Addington..... | 1.00 | 9.39 | 2.60 | 6.50 | 2.60 | 3.40 | 25.49 |
| Lincoln..... | 2.40 | 36.90 | 3.15 | 17.75 | 37.13 | 37.19 | 134.52 |
| Middlesex..... | 13.20 | 61.80 | 93.40 | 66.30 | ..... | 6.40 | 241.10 |
| Norfolk..... | 7.50 | 15.80 | 26.00 | 16.20 | 3.40 | 3.20 | 72.10 |
| Northumberland and Durham..... | 25.40 | 47.50 | 50.80 | 21.50 | 36.80 | 6.40 | 188.40 |
| Ontario..... | 25.92 | 44.64 | 74.80 | 33.59 | 4.18 | 45.23 | 228.36 |
| Oxford..... | 8.50 | 29.40 | 30.20 | 48.60 | 12.30 | 11.50 | 140.50 |
| Peel..... | 1.83 | 23.73 | ..... | 11.14 | 10.04 | 1.02 | 47.76 |
| Perth..... | 28.95 | 24.81 | 18.68 | 23.24 | 37.38 | 5.57 | 138.63 |
| Peterborough..... | 5.90 | 21.40 | 50.70 | 9.80 | 18.90 | 3.10 | 109.80 |
| Prescott and Russell | 3.50 | 5.95 | 7.22 | 5.96 | 5.10 | .50 | 28.23 |
| Prince Edward..... | .60 | 5.70 | 8.30 | 1.00 | 5.00 | ..... | 20.60 |
| Renfrew..... | 12.85 | 20.04 | 28.37 | 2.94 | 19.67 | .15 | 84.02 |
| Simcoe..... | 23.68 | 135.72 | 34.91 | 8.24 | 27.81 | 12.52 | 242.88 |
| Stormont, Dundas and Glengarry..... | 4.22 | 5.97 | 9.00 | 20.59 | 4.86 | 18.22 | 62.86 |
| Victoria..... | 3.00 | 16.00 | 24.80 | 3.40 | 28.75 | ..... | 75.95 |
| Waterloo..... | 68.70 | 20.28 | 91.80 | 60.74 | 65.23 | 21.11 | 327.86 |
| Welland..... | 7.53 | 32.03 | 13.97 | 73.38 | 54.88 | 16.72 | 198.51 |
| Wellington..... | 12.17 | 44.52 | 64.14 | 15.22 | 12.88 | 32.78 | 181.71 |
| Wentworth..... | 3.60 | 34.40 | 29.00 | 87.90 | 175.41 | 1.33 | 331.64 |
| York..... | 25.15 | 67.35 | 10.74 | 11.78 | 593.95 | 38.12 | 747.09 |
| TOTALS—Counties. | 559.79 | 1,194.49 | 1,138.26 | 993.34 | 1,686.62 | 545.98 | 6,118.48 |
| DISTRICTS | | | | | | | |
| Algoma..... | 44.00 | 30.50 | 10.00 | 13.75 | 20.50 | 6.00 | 124.75 |
| Cochrane..... | 1.77 | 25.38 | 21.00 | 31.42 | 3.14 | 11.35 | 94.06 |
| Haliburton..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Kenora..... | ..... | 21.59 | 16.55 | 13.89 | 13.18 | ..... | 65.21 |
| Manitowlin..... | 5.50 | 12.40 | 1.60 | .70 | ..... | ..... | 20.20 |
| Muskoka..... | 5.63 | 47.10 | 25.00 | 26.38 | 2.83 | 2.75 | 109.69 |
| Nipissing..... | 13.05 | 25.50 | 44.00 | 9.60 | 10.20 | .70 | 103.05 |
| Parry Sound..... | ..... | 50.16 | 4.00 | 4.55 | 12.10 | ..... | 70.81 |
| Rainy River..... | 5.26 | 32.17 | 4.00 | 3.35 | 1.60 | 2.87 | 49.25 |
| Sudbury..... | 5.25 | 46.95 | 66.65 | 11.25 | 14.00 | 1.00 | 145.10 |
| Temiskaming..... | ..... | 37.25 | 11.00 | 7.75 | 8.35 | ..... | 64.35 |
| Thunder Bay..... | 34.50 | 24.96 | 70.79 | 11.48 | 54.95 | 16.53 | 213.21 |
| TOTALS—Districts. | 114.96 | 353.96 | 274.59 | 134.12 | 140.85 | 41.20 | 1,059.68 |
| GRAND TOTALS.... | 674.75 | 1,548.45 | 1,412.85 | 1,127.46 | 1,827.47 | 587.18 | 7,178.16 |

APPENDIX
MILEAGE OF RURAL ROAD SURFACES

| COUNTY | COUNTY ROADS | | | | |
|-------------------------------------|--------------|-----------------|---------------------------------|------------------------------|---------------------------------|
| | Earth | Gravel or Stone | Surface Treated Gravel or Stone | Low-cost Bituminous Surfaces | Mix. Mac. or Asphaltic Concrete |
| Brant..... | .75 | 39.23 | 1.40 | 74.81 | .... |
| Bruce..... | | 193.59 | .74 | 107.50 | .30 |
| Carleton..... | | 96.85 | 34.20 | 41.80 | 58.60 |
| Dufferin..... | | 154.50 | .... | 11.70 | .... |
| Elgin..... | | 187.10 | .... | 95.40 | .... |
| Essex..... | | 138.60 | 11.50 | 34.35 | 15.95 |
| Frontenac..... | | 103.00 | .... | 62.25 | .... |
| Grey..... | | 302.51 | 2.30 | 50.25 | .... |
| Haldimand..... | 2.00 | 92.22 | 43.81 | 16.37 | 5.25 |
| Halton..... | | 105.80 | 1.30 | 18.60 | .... |
| Hastings..... | | 196.67 | 53.50 | 14.10 | 17.02 |
| Huron..... | | 280.62 | 11.84 | 107.19 | .... |
| Kent..... | | 135.46 | 1.00 | 102.91 | 67.03 |
| Lambton..... | | 161.19 | .70 | 57.54 | 6.77 |
| Lanark..... | 3.70 | 169.20 | 13.50 | 25.30 | 16.40 |
| Leeds and Grenville..... | 2.00 | 179.60 | 5.90 | 90.64 | 67.16 |
| Lennox and Addington..... | | 70.08 | 42.00 | 19.92 | 38.21 |
| Lincoln..... | | 15.77 | 79.31 | 80.12 | 2.25 |
| Middlesex..... | | 342.80 | .... | 110.20 | 16.60 |
| Norfolk..... | | 33.80 | .... | 204.90 | .... |
| Northumberland and Durham..... | | 240.55 | 7.85 | 25.15 | 35.90 |
| Ontario..... | | 178.41 | .... | 42.21 | .... |
| Oxford..... | | 131.80 | .... | 85.70 | .... |
| Peel..... | | 111.15 | 5.10 | 9.60 | 11.95 |
| Perth..... | | 170.18 | 41.60 | 18.85 | .... |
| Peterborough..... | | 183.80 | 1.00 | 17.00 | .... |
| Prescott and Russell..... | 2.95 | 249.68 | 41.00 | 26.40 | 16.50 |
| Prince Edward..... | | 97.28 | 47.50 | 20.65 | 15.60 |
| Renfrew..... | 14.30 | 131.85 | 45.80 | 33.35 | 2.00 |
| Simcoe..... | | 252.25 | 5.85 | 10.40 | .... |
| Stormont, Dundas and Glengarry..... | | 205.85 | 110.20 | 144.95 | .... |
| Victoria..... | | 169.90 | .... | 49.40 | 7.90 |
| Waterloo..... | | 121.35 | 38.65 | 20.50 | .... |
| Welland..... | | 24.60 | 87.20 | 12.90 | 29.00 |
| Wellington..... | | 313.75 | 23.75 | 28.20 | .... |
| Wentworth..... | | 89.93 | 61.43 | 38.07 | .... |
| York..... | 5.05 | 85.74 | 19.49 | 123.42 | 80.59 |
| TOTALS—Counties..... | 30.75 | 5,756.66 | 839.42 | 2,032.60 | 510.98 |
| DISTRICT | | | | | |
| Algoma..... | | | | | |
| Cochrane..... | | | | | |
| Haliburton..... | | | | | |
| Kenora..... | | | | | |
| Manitoulin..... | | | | | |
| Muskoka..... | | | | | |
| Nipissing..... | | | | | |
| Parry Sound..... | | | | | |
| Rainy River..... | | | | | |
| Sudbury..... | | | | | |
| Temiskaming..... | | | | | |
| Thunder Bay..... | | | | | |
| TOTALS—Districts..... | | | | | |
| Unorganized Townships..... | | | | | |
| GRAND TOTALS..... | 30.75 | 5,756.66 | 839.42 | 2,032.60 | 510.98 |

No. 11

AT THE END OF 1952

| ORGANIZED TOWNSHIP ROADS | | | | | | | | |
|--------------------------|----------|-----------|-----------------|---------------------------------|------------------------------|---------------------------------|-----------------|-----------|
| Cement Concrete | Total | Earth | Gravel or Stone | Surface Treated Gravel or Stone | Low-cost Bituminous Surfaces | Mix. Mac. or Asphaltic Concrete | Cement Concrete | Total |
| .60 | 116.79 | 51.58 | 476.71 | 3.05 | ..... | ..... | ..... | 531.34 |
| 1.40 | 303.53 | 166.80 | 1,457.80 | ..... | .50 | ..... | ..... | 1,625.10 |
| ..... | 231.45 | 170.05 | 880.80 | 6.50 | 5.90 | ..... | ..... | 1,063.25 |
| ..... | 166.20 | 62.80 | 691.80 | ..... | ..... | ..... | ..... | 754.60 |
| ..... | 282.50 | 9.00 | 871.50 | 13.00 | ..... | ..... | ..... | 893.50 |
| 42.15 | 242.55 | 34.55 | 944.08 | 1.60 | .10 | ..... | 47.83 | 1,028.16 |
| ..... | 165.25 | 448.10 | 498.70 | 1.20 | 1.50 | 2.30 | ..... | 951.80 |
| 4.14 | 359.20 | 283.20 | 1,779.90 | 2.60 | ..... | ..... | ..... | 2,065.70 |
| 4.75 | 164.40 | 87.21 | 473.65 | 4.75 | 15.00 | 5.00 | ..... | 585.61 |
| 21.50 | 147.20 | 9.90 | 430.30 | 1.25 | ..... | ..... | 2.25 | 443.70 |
| 2.30 | 283.59 | 365.00 | 1,134.50 | 1.00 | ..... | 2.18 | ..... | 1,502.68 |
| .50 | 400.15 | 61.00 | 1,420.70 | ..... | 2.55 | ..... | ..... | 1,484.25 |
| 21.60 | 328.00 | 66.78 | 1,255.95 | ..... | 3.00 | .70 | .15 | 1,326.58 |
| 7.80 | 234.00 | 190.71 | 1,200.45 | 2.00 | .30 | .20 | ..... | 1,393.66 |
| ..... | 228.10 | 486.40 | 510.30 | ..... | 3.50 | ..... | ..... | 1,000.20 |
| .80 | 346.10 | 522.30 | 768.24 | ..... | 22.40 | 15.30 | ..... | 1,328.24 |
| ..... | 170.21 | 231.70 | 408.60 | 7.50 | .50 | ..... | ..... | 648.30 |
| 10.30 | 187.75 | 105.19 | 458.56 | 14.52 | ..... | ..... | 4.12 | 582.39 |
| 41.90 | 511.50 | 77.60 | 1,620.20 | ..... | .20 | ..... | .40 | 1,698.40 |
| 1.60 | 240.30 | 210.40 | 743.60 | 13.70 | 31.80 | ..... | ..... | 999.50 |
| .60 | 310.05 | 395.60 | 1,779.05 | ..... | ..... | ..... | ..... | 2,174.65 |
| 4.64 | 225.26 | 213.30 | 889.60 | 7.50 | 4.20 | ..... | ..... | 1,114.60 |
| ..... | 217.50 | ..... | 1,073.90 | ..... | 7.00 | ..... | ..... | 1,080.90 |
| 5.40 | 143.20 | 68.10 | 565.00 | 22.10 | ..... | ..... | ..... | 655.20 |
| ..... | 230.63 | 46.60 | 948.90 | ..... | ..... | ..... | ..... | 995.50 |
| ..... | 201.80 | 196.00 | 734.50 | ..... | ..... | ..... | ..... | 930.50 |
| ..... | 336.53 | 554.20 | 471.00 | .10 | ..... | ..... | ..... | 1,025.30 |
| 8.60 | 189.63 | 33.40 | 320.87 | ..... | 1.00 | ..... | ..... | 355.27 |
| 1.00 | 228.30 | 1,015.50 | 670.50 | ..... | 2.00 | ..... | ..... | 1,688.00 |
| ..... | 268.50 | 267.33 | 1,875.22 | ..... | ..... | .60 | ..... | 2,143.15 |
| 1.30 | 462.30 | 493.30 | 868.30 | ..... | 6.35 | ..... | 4.75 | 1,372.70 |
| ..... | 227.20 | 167.30 | 749.80 | ..... | ..... | ..... | ..... | 917.10 |
| 26.40 | 206.90 | 13.20 | 537.69 | ..... | ..... | ..... | .20 | 551.09 |
| 10.30 | 164.00 | 377.00 | 402.40 | 97.75 | 7.50 | 17.55 | 2.10 | 904.30 |
| 9.70 | 375.40 | 88.86 | 1,051.17 | ..... | ..... | ..... | ..... | 1,140.03 |
| ..... | 189.43 | 46.64 | 467.16 | 2.25 | ..... | ..... | ..... | 516.05 |
| 19.83 | 334.12 | 254.79 | 1,402.07 | 104.44 | 24.28 | 156.97 | 11.03 | 1,953.58 |
| 249.11 | 9,419.52 | 7,871.39 | 32,833.47 | 306.81 | 139.58 | 200.80 | 72.83 | 41,424.88 |
| ..... | ..... | 167.10 | 485.45 | ..... | 3.00 | ..... | ..... | 655.55 |
| ..... | ..... | 94.25 | 481.45 | 8.00 | 15.10 | 133.00 | ..... | 731.80 |
| ..... | ..... | 190.10 | 282.30 | ..... | 3.60 | ..... | ..... | 476.00 |
| ..... | ..... | 15.00 | 178.29 | ..... | ..... | ..... | ..... | 193.29 |
| ..... | ..... | 80.00 | 427.65 | ..... | .50 | ..... | ..... | 508.15 |
| ..... | ..... | 298.80 | 529.70 | ..... | 14.50 | ..... | ..... | 843.00 |
| ..... | ..... | 128.20 | 452.85 | ..... | ..... | 1.75 | ..... | 582.80 |
| ..... | ..... | 78.00 | 921.00 | ..... | ..... | ..... | ..... | 999.00 |
| ..... | ..... | 88.05 | 488.45 | ..... | .90 | ..... | ..... | 577.40 |
| ..... | ..... | 130.55 | 504.07 | ..... | 15.45 | ..... | 7.78 | 657.85 |
| ..... | ..... | 105.10 | 517.10 | 13.00 | ..... | ..... | ..... | 635.20 |
| ..... | ..... | 127.50 | 486.41 | 13.62 | 11.04 | 2.40 | .22 | 641.19 |
| ..... | ..... | 1,502.65 | 5,754.72 | 34.62 | 64.09 | 137.15 | 8.00 | 7,501.23 |
| ..... | ..... | 1,822.14 | 3,354.55 | ..... | ..... | ..... | ..... | 5,176.69 |
| 219.11 | 9,419.52 | 11,196.18 | 41,942.74 | 341.43 | 203.67 | 337.95 | 80.83 | 54,102.80 |

APPENDIX No. 12

SUMMARY OF EXPENDITURES ON URBAN STREETS — 1952

Approved 1952 Expenditures by Cities, Towns and Villages under Part VII of The Highway Improvement Act

| Municipal Road District No. | Cities (29) Sep. Towns (8) and Beach Commissions (1) | APPROVED EXPENDITURES—1952 | | Urban Total (333) | Government Subsidy 33⅓% and 50% |
|-----------------------------------|--|----------------------------|-------------------|----------------------|---------------------------------------|
| | | Towns (139) | Villages (156) | | |
| 1 | 982,423.17 | 248,004.61 | 76,568.76 | 1,306,996.54 | 488,553.93 |
| 2 | 663,061.22 | 106,986.33 | 98,353.11 | 868,400.66 | 323,690.19 |
| 3 | 915,728.64 | 192,501.32 | 48,178.12 | 1,156,408.08 | 425,582.55 |
| 4 | 2,022,233.65 | 308,352.76 | 98,270.79 | 2,428,857.20 | 877,389.66 |
| 5 | 79,583.43 | 151,779.08 | 49,416.52 | 280,779.03 | 127,125.55 |
| 6 | 3,446,480.83 | 600,429.59 | 328,232.65 | 4,375,143.07 | 1,613,158.00 |
| 7 | 309,724.11 | 195,721.09 | 50,324.11 | 555,769.31 | 226,264.00 |
| 8 | 560,490.18 | 16,243.60 | 37,958.48 | 614,692.26 | 213,931.14 |
| 9 | 1,750,991.26 | 196,975.07 | 61,704.07 | 2,009,670.40 | 713,003.36 |
| 10 | ..... | 93,306.98 | 35,010.47 | 128,317.45 | 64,158.75 |
| 11 | 354,593.73 | 199,759.20 | 44,031.35 | 598,384.28 | 238,934.83 |
| 12 | ..... | 33,321.55 | 13,924.34 | 47,245.89 | 23,622.96 |
| 13 | 91,067.93 | 45,698.19 | ..... | 136,766.12 | 53,205.09 |
| 14 | ..... | 164,756.42 | 983.10 | 165,739.52 | 82,869.76 |
| 16 | ..... | 127,738.58 | ..... | 127,738.58 | 63,869.30 |
| 17 | 218,441.81 | 76,427.68 | ..... | 294,869.49 | 111,027.79 |
| 18 | 144,077.04 | 24,632.10 | 469.12 | 169,178.26 | 60,576.31 |
| 19 | 464,906.24 | 24,491.01 | ..... | 489,397.25 | 167,214.24 |
| 20 | ..... | 143,749.25 | ..... | 143,749.25 | 71,874.63 |
| Total | \$12,003,803.24 | \$2,950,874.41 | \$943,424.99 | \$15,989,102.64 | \$5,946,052.04 |

NOTE: 2 Towns and 1 Village did not apply for Subsidy in 1952.

APPENDIX No. 13

MILEAGES OF THE KING'S HIGHWAYS IN ONTARIO

DECEMBER 31, 1952

| County or District | Concrete | Bituminous Pavement | Bituminous Surface | Gravel and Crushed Stone | Totals |
|---------------------------|----------|---------------------|--------------------|--------------------------|----------|
| Algoma..... | 32.65 | 113.15 | 37.65 | 19.80 | 203.25 |
| Brant..... | 37.72 | 33.23 | ..... | 38.15 | 88.16 |
| Bruce..... | 18.18 | 98.22 | 8.00 | 5.43 | 162.55 |
| Carleton..... | 15.59 | 96.60 | ..... | 240.88 | 117.62 |
| Cochrane..... | 9.72 | 80.45 | 64.95 | 23.13 | 396.00 |
| Dufferin..... | 40.87 | 1.76 | ..... | 3.78 | 65.76 |
| Dundas..... | 22.04 | 23.25 | 6.02 | 39.11 | 49.07 |
| Durham..... | 4.47 | 63.43 | 12.79 | 17.75 | 103.25 |
| Elgin..... | 46.92 | 51.57 | ..... | 3.82 | 116.24 |
| Essex..... | 62.11 | 91.08 | 20.00 | 43.58 | 177.01 |
| Frontenac..... | 0.31 | 100.88 | 9.56 | 5.25 | 154.33 |
| Glenarry..... | 8.60 | 43.80 | 2.16 | 3.45 | 59.81 |
| Grenville..... | 15.12 | 30.41 | ..... | 17.78 | 48.98 |
| Grey..... | 35.61 | 92.47 | ..... | 2.68 | 145.86 |
| Haldimand..... | 0.27 | 75.49 | ..... | 7.82 | 78.44 |
| Haliburton..... | ..... | 42.73 | 9.35 | 4.98 | 59.90 |
| Halton..... | 11.33 | 66.22 | ..... | 11.20 | 82.53 |
| Hastings..... | ..... | 99.16 | 101.63 | 58.43 | 211.99 |
| Huron..... | 44.63 | 95.09 | 7.15 | 339.46 | 205.30 |
| Kenora..... | 6.10 | 59.77 | 46.10 | 2.03 | 451.43 |
| Kent..... | 71.20 | 103.06 | 1.35 | 4.83 | 177.64 |
| Lambton..... | 70.71 | 79.51 | ..... | 3.12 | 155.05 |
| Lanark..... | ..... | 83.27 | 8.48 | 2.61 | 94.87 |
| Leeds..... | 12.24 | 158.02 | ..... | 12.10 | 172.87 |
| Lennox and Addington..... | ..... | 66.69 | 50.46 | 0.96 | 129.25 |
| Lincoln..... | 40.74 | 37.88 | ..... | 10.50 | 79.58 |
| Manitoulin..... | ..... | 76.26 | 7.25 | 34.90 | 17.75 |
| Middlesex..... | 20.76 | 148.01 | 5.75 | 19.35 | 200.02 |
| Muskoka..... | ..... | 43.94 | 14.69 | 65.20 | 109.30 |
| Nipissing..... | 9.14 | 68.42 | 93.16 | 0.28 | 315.51 |
| Norfolk..... | 18.89 | 32.19 | ..... | 12.25 | 63.11 |
| Northumberland..... | 7.43 | 74.25 | 13.25 | 31.57 | 101.35 |
| Ontario..... | 84.41 | 61.50 | 14.38 | 31.87 | 165.65 |
| Oxford..... | 9.29 | 67.69 | 0.70 | 48.40 | 116.11 |
| Parry Sound..... | 9.95 | 87.89 | 9.05 | 22.48 | 128.90 |
| Peel..... | 17.91 | 40.96 | 8.94 | 32.36 | 117.02 |
| Perth..... | 12.19 | 31.99 | ..... | 35.59 | 132.44 |
| Peterborough..... | 13.49 | 28.10 | 29.77 | 16.86 | 119.81 |
| Prince Edward..... | 4.30 | 21.80 | ..... | 3.25 | 53.16 |
| Prescott..... | 21.40 | 98.25 | ..... | 49.35 | 52.75 |
| Rainy River..... | ..... | 15.84 | 36.60 | 35.34 | 107.75 |
| Renfrew..... | 28.01 | 152.93 | 99.83 | 1.10 | 261.43 |
| Russell..... | 3.03 | 20.87 | ..... | 38.02 | 19.97 |
| Simcoe..... | 70.34 | 47.68 | 5.30 | 15.95 | 297.29 |
| Stormont..... | ..... | 80.30 | 4.74 | 119.11 | 41.56 |
| Sudbury..... | 13.99 | 214.55 | 8.80 | 82.25 | 189.58 |
| Temiskaming..... | ..... | 56.51 | 46.45 | 246.55 | 209.00 |
| Thunder Bay..... | 0.25 | 38.62 | 26.80 | 37.55 | 488.15 |
| Victoria..... | 12.93 | 74.22 | 18.91 | 14.34 | 125.90 |
| Waterloo..... | 24.62 | 117.10 | ..... | 0.58 | 77.58 |
| Welland..... | 37.46 | 46.99 | ..... | 32.35 | 112.26 |
| Wentworth..... | 16.95 | 111.23 | ..... | 37.44 | 166.40 |
| Wellington..... | 58.33 | 105.64 | ..... | 11.06 | 142.76 |
| York..... | 9.83 | 125.53 | 5.00 | 17.21 | 151.42 |
| Totals..... | 1,112.03 | 3,913.42 | 835.02 | 2,010.19 | 7,870.66 |

APPENDIX No. 14

Following is the road mileage for the Province as at the end of December 1952.

King's Highways (Provincial System)

| | | |
|-------------------------------|----------------|----------------|
| Concrete..... | 1,112.03 miles | |
| Bituminous Pavement..... | 3,913.42 miles | |
| Bituminous Surface..... | 835.02 miles | |
| Gravel and Crushed Stone..... | 2,010.19 miles | |
| TOTAL..... | | 7,870.66 miles |

Secondary Roads

| | | |
|-------------------------------|----------------|----------------|
| Bituminous Pavement..... | 15.70 miles | |
| Bituminous Surface..... | 346.85 miles | |
| Gravel and Crushed Stone..... | 2,187.90 miles | |
| Earth..... | 159.30 miles | |
| TOTAL..... | | 2,709.75 miles |

County Roads

| | | |
|-------------------------------|----------------|----------------|
| Concrete..... | 249.11 miles | |
| Bituminous Pavement..... | 510.98 miles | |
| Bituminous Surface..... | 2,032.60 miles | |
| Gravel and Crushed Stone..... | 6,596.08 miles | |
| Earth..... | 30.75 miles | |
| TOTAL..... | | 9,419.52 miles |

Organized Township Roads

| | | |
|-------------------------------|-----------------|-----------------|
| Concrete..... | 80.83 miles | |
| Bituminous Pavement..... | 337.95 miles | |
| Bituminous Surface..... | 203.67 miles | |
| Gravel and Crushed Stone..... | 38,929.62 miles | |
| Earth..... | 9,374.04 miles | |
| TOTAL..... | | 48,926.11 miles |

Unorganized Township Roads

| | | |
|-------------------------------|----------------|----------------|
| Gravel and Crushed Stone..... | 3,354.55 miles | |
| Earth..... | 1,822.14 miles | |
| TOTAL..... | | 5,176.69 miles |

City, Town and Village Streets

| | | |
|-------------------------------|----------------|----------------|
| Concrete..... | 587.18 miles | |
| Bituminous Pavement..... | 1,827.47 miles | |
| Bituminous Surface..... | 1,127.46 miles | |
| Gravel and Crushed Stone..... | 2,961.30 miles | |
| Earth..... | 674.75 miles | |
| TOTAL..... | | 7,178.16 miles |

| | | |
|-------------------------|--|-----------------|
| TOTAL ROAD MILEAGE..... | | 81,280.89 miles |
|-------------------------|--|-----------------|

REPORT OF THE MOTOR VEHICLES BRANCH, 1952

TO THE HONOURABLE GEORGE H. DOUCETT,
Minister of Highways

Sir:

I have the honour to submit herewith a report of the activities of the Motor Vehicles Branch for the year 1952.

This report includes:

- (1) Statistics relating to motor vehicle permits and drivers' licences issued during the 1952 licence year;
- (2) A statement showing the revenue from all sources during the fiscal year April 1, 1952 to March 31, 1953; and
- (3) Reports of the Accident Records and Statistics, Financial Responsibility, and Public Vehicle Divisions of the Branch for the year 1952.

The summarized information provided in the following preamble is dealt with in detail in the pages of this report.

MOTOR VEHICLE REGISTRATIONS

Motor vehicle registrations totalled 1,291,753 as compared with 1,205,098 for 1951. This represented an increase of 86,655 vehicles, or a percentage advance of 7.2. Passenger cars (1,024,816) which made up almost four-fifths (79.3%) of the total, increased by 7.0%.

There were 239,675 commercial vehicles (excluding buses) registered, representing 18.6 % of the total vehicles and an increase of 8.3% from the corresponding total (221,310) for 1951.

As compared with the changes shown above, original passenger (new car) registrations totalled 123,439 or 1,127 (0.9%) less than the 1951 total (124,566); while original commercial vehicle registrations (31,998) were 4.5% below the total for the previous year (33,500).

During the ten years since 1943, total motor vehicle registrations showed an advance from 691,615 to 1,291,753—an increase of 600,138 vehicles or 86.8%.

DRIVERS' LICENCES

There were 953,307 operators' (including 1,677 motorcycle operators') licences, and 603,252 chauffeurs' licences issued during 1952. The total (1,556,559) was 6.5% above the total (1,461,538) for 1951.

REVENUE

The net revenue collected during the fiscal year ending March 31, 1953, amounted to \$24,839,616.46 as compared with \$21,222,202.89 collected in the previous fiscal year.

ACCIDENT RECORDS AND STATISTICS DIVISION

During 1952 there were 58,515 motor vehicle traffic accidents reported. These accidents resulted in the death of 1,010 persons, non-fatal injury to 23,634 persons and a property damage loss of \$19,457,858.

The 893 fatal accidents (in which 1,010 persons were fatally injured) represented an increase of 8.4% from the 1951 total (824). Personal injury accidents increased by 4.1%, while those involving property damage (in excess of \$50) only, were 7.5% above the total for 1951.

These advances may be compared with general increase in all accidents reported amounting to 6.5%.

FINANCIAL RESPONSIBILITY DIVISION

An all-time high of 20,680 suspensions of drivers' licences and/or motor vehicle permits were applied during the calendar year, 1952. This was an increase of 20% from the total for 1951, and an advance of 60% from the average annual total for the previous five years.

During the period, April 1, 1952, to March 31, 1953, \$1,214,023.11 was paid from the Unsatisfied Judgment Fund in settlement of 436 judgments which could not be collected from the drivers and/or owners found responsible for accidents. Of this total, \$94,090.01 was paid to the victims of "hit-and-run" drivers.

PUBLIC VEHICLE DIVISION

In the licence year ending March 31, 1952, there were 5,452 public commercial vehicle operating licences issued, an increase of 3.8%; while the number of such vehicles licensed totalled 17,533 or 11.6% more than in the previous year.

There were 234 public vehicle operating licences issued (one more than in 1951) while the number of public vehicles (buses) dropped from 2,832 in 1951 to 2,738 in 1952. There was a slight (4.8%) increase in the number of vehicles licensed for the transportation of school children.

Total revenue collected during the year amounted to \$1,482,092.82. The corresponding amount for 1951 was \$1,311,991.31.

GENERAL

Extended activity and added responsibilities resulting from the continued increase in motor vehicle use are reflected in the reports set out in the following pages and covering the work of all divisions of the Branch during 1952.

I would like to take this opportunity to acknowledge the support and personal encouragement I have received from you, Sir, and to thank the staff and representatives of the Branch throughout the Province for their continued loyalty and co-operation.

Respectfully submitted,
J. P. BICKELL,
Registrar of Motor Vehicles.

Number of Permits and Licences Issued

The number of drivers' licences and motor vehicle owners' permits issued during each of the five years, 1948 to 1952, and the percentage changes between the 1952 and 1951 totals are shown in the following tables:

| CLASS OF LICENCE OR PERMIT | 1948 | 1949 | 1950 | 1951 | 1952 | Inc. |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-------|
| Passenger car..... | 698,384 | 771,709 | 881,143 | 958,082 | 1,024,816 | 7.0 |
| Commercial Vehicle..... | 159,388 | 180,143 | 199,188 | 221,310 | 239,675 | 8.3 |
| Bus..... | 3,201 | 3,455 | 3,612 | 3,961 | 3,916 | -1.1 |
| Dual-purpose Vehicle..... | 1,199 | 1,035 | 6,428* | 8,275* | 9,939* | 20.1 |
| Motorcycle..... | 11,086 | 13,027 | 13,709 | 13,470 | 13,407 | -0.5 |
| TOTAL..... | 873,258 | 969,369 | 1,104,080 | 1,205,098 | 1,291,753 | 7.2 |
| Trailer..... | 69,425 | 71,521 | 72,519 | 73,495 | 74,937 | 2.0 |
| Operators..... | 742,673 | 781,905 | 836,354 | 894,438 | 953,307 | 6.6 |
| Chauffeurs..... | 466,735 | 496,679 | 530,034 | 567,100 | 603,252 | 6.4 |
| TOTAL..... | 1,209,408 | 1,278,584 | 1,366,388 | 1,461,538 | 1,556,559 | 6.5 |
| Instruction Permits..... | 163,443 | 193,883 | 241,738 | 267,016 | 291,892 | 9.3 |
| Transfers..... | 233,889 | 267,796 | 316,013 | 344,028 | 384,887 | 11.9 |
| "In Transit" permits..... | 8,812 | 11,831 | 18,622 | 27,146 | 17,542 | -35.4 |
| "M" Dealers..... | 1,508 | 1,693 | 2,060 | 2,245 | 2,300 | 2.4 |
| "MC" Dealers..... | 16 | 24 | 20 | 18 | 15 | -16.7 |

*This classification was broadened to include "Station Wagons" and similar vehicles formerly registered as Commercial Motor Vehicles.

Revenue for the Fiscal Year 1952-1953

PERMITS AND LICENCES:

| | |
|---------------------------------|-----------------|
| Passenger..... | \$9,592,549.55 |
| Commercial..... | 9,583,010.88 |
| Dual-purpose..... | 114,136.25 |
| Trailers..... | 1,353,882.56 |
| Motorcycles..... | 24,717.50 |
| Dealers—Automobile..... | 51,776.00 |
| Motorcycle..... | 51.00 |
| | 51,827.00 |
| Operators and Instruction..... | 1,081,544.50 |
| Chauffeurs..... | 638,109.10 |
| Public Vehicles..... | 539,970.92 |
| Public Commercial Vehicles..... | 935,729.23 |
| Garages..... | 95,421.50 |
| Miscellaneous..... | 12,301.54 |
| | \$24,023,200.53 |

FEES:

| | |
|--------------------------------|-------------|
| In Transits..... | \$ 8,869.60 |
| Duplicate Cards..... | 25,997.00 |
| Transfers..... | 350,456.70 |
| Searches and Certificates..... | 9,747.53 |
| Lists..... | 19,228.55 |
| Examinations..... | 41,508.00 |
| | 455,807.38 |

FINES:

| | |
|------------------------------------|-----------------|
| Breach of Highway Traffic Act..... | \$ 360,608.55 |
| | \$24,839,616.46 |

Number of Motor Vehicles Registered in Ontario†

| YEAR | Passenger | Commercial | Dual- purpose | Motorcycle | TOTAL |
|-----------|-----------|------------|------------------|------------|-----------|
| 1903..... | 178 | ..... | ..... | ..... | 178 |
| 1904..... | 535 | ..... | ..... | ..... | 535 |
| 1905..... | 553 | ..... | ..... | ..... | 553 |
| 1906..... | 1,176 | ..... | ..... | ..... | 1,176 |
| 1907..... | 1,530 | ..... | ..... | ..... | 1,530 |
| 1908..... | 1,754 | ..... | ..... | ..... | 1,754 |
| 1909..... | 2,452 | ..... | ..... | ..... | 2,452 |
| 1910..... | 4,230 | ..... | ..... | ..... | 4,230 |
| 1911..... | 11,339 | ..... | ..... | ..... | 11,339 |
| 1912..... | 16,268 | ..... | ..... | 1,754 | 18,022 |
| 1913..... | 23,700 | ..... | ..... | 2,900 | 26,600 |
| 1914..... | 31,724 | ..... | ..... | 3,633 | 35,357 |
| 1915..... | 42,346 | ..... | ..... | 4,174 | 46,520 |
| 1916..... | 51,589 | 2,786 | ..... | 4,287 | 58,662 |
| 1917..... | 78,861 | 4,929 | ..... | 5,180 | 88,970 |
| 1918..... | 101,599 | 7,529 | ..... | 5,002 | 114,130 |
| 1919..... | 127,860 | 11,428 | ..... | 5,516 | 144,804 |
| 1920..... | 155,861 | 16,204 | ..... | 5,496 | 177,561 |
| 1921..... | 181,978 | 19,554 | ..... | 4,989 | 206,521 |
| 1922..... | 210,333 | 24,164 | ..... | 4,799 | 239,296 |
| 1923..... | 245,815 | 28,612 | ..... | 4,325 | 278,752 |
| 1924..... | 271,341 | 31,488 | ..... | 3,941 | 306,770 |
| 1925..... | 303,736 | 34,690 | ..... | 3,748 | 342,174 |
| 1926..... | 343,992 | 39,012 | ..... | 3,345 | 386,349 |
| 1927..... | 386,903 | 43,442 | ..... | 3,159 | 433,504 |
| 1928..... | 429,426 | 54,714 | ..... | 3,197 | 487,337 |
| 1929..... | 473,222 | 55,218 | 8,226 | 3,541 | 540,207 |
| 1930..... | 490,906 | 61,690 | 5,986 | 3,924 | 562,506 |
| 1931..... | 489,713 | 64,256 | 4,177 | 4,070 | 562,216 |
| 1932..... | 462,923 | 61,347 | 3,239 | 4,088 | 531,597 |
| 1933..... | 453,314 | 59,760 | 2,909 | 4,370 | 520,353 |
| 1934..... | 470,617 | 64,436 | 2,724 | 4,468 | 542,245 |
| 1935..... | 489,610 | 67,590 | 2,370 | 4,506 | 564,076 |
| 1936..... | 514,211 | 70,693 | * | 4,553 | 589,457 |
| 1937..... | 541,802 | 75,687 | 1,847 | 4,582 | 623,918 |
| 1938..... | 580,364 | 81,642 | 1,876 | 5,206 | 669,088 |
| 1939..... | 593,693 | 82,206 | 1,893 | 5,099 | 682,891 |
| 1940..... | 610,576 | 86,038 | 1,855 | 5,403 | 703,872 |
| 1941..... | 636,624 | 95,022 | 1,654 | 5,894 | 739,194 |
| 1942..... | 611,897 | 95,836 | 1,543 | 6,104 | 715,380 |
| 1943..... | 586,036 | 97,717 | 1,447 | 6,415 | 691,615 |
| 1944..... | 568,223 | 99,612 | 1,321 | 5,901 | 675,057 |
| 1945..... | 555,461 | 100,234 | 1,279 | 5,745 | 662,719 |
| 1946..... | 585,604 | 117,217 | 1,303 | 6,982 | 711,106 |
| 1947..... | 645,252 | 140,930 | 1,294 | 9,471 | 796,947 |
| 1948..... | 698,384 | 162,589 | 1,199 | 11,086 | 873,258 |
| 1949..... | 771,709 | 183,598 | 1,035 | 13,027 | 969,369 |
| 1950..... | 881,143 | 202,800 | 6,428♦ | 13,709 | 1,104,080 |
| 1951..... | 958,082 | 225,271 | 8,275 | 13,470 | 1,205,098 |
| 1952..... | 1,024,816 | 243,591 | 9,939 | 13,407 | 1,291,753 |

†Totals do not include trailer permits. *Included with passenger vehicles.

♦In 1950 and subsequent years, station wagons and similar vehicles included in dual-purpose classification.

**Number of Passenger and Commercial Vehicles Registered,
by Counties and Districts 1951 and 1952**

| COUNTY OR DISTRICT | Passenger | | Commercial | | Total Vehicles (Pass. and Comm.) | |
|------------------------|-----------|---------|------------|--------|-------------------------------------|---------|
| | 1951 | 1952 | 1951 | 1952 | 1951 | 1952 |
| Algoma..... | 11,292 | 11,957 | 4,106 | 4,289 | 15,398 | 16,246 |
| Brant..... | 15,522 | 16,718 | 3,243 | 3,379 | 18,765 | 20,097 |
| Bruce..... | 11,072 | 11,176 | 2,405 | 2,498 | 13,477 | 13,674 |
| Carleton..... | 45,243 | 49,267 | 8,036 | 8,537 | 53,279 | 57,804 |
| Cochrane..... | 6,879 | 8,351 | 2,874 | 3,239 | 9,753 | 11,590 |
| Dufferin..... | 3,805 | 3,886 | 923 | 970 | 4,728 | 4,856 |
| Dundas..... | 3,590 | 3,988 | 774 | 916 | 4,364 | 4,904 |
| Durham..... | 6,907 | 6,988 | 1,461 | 1,544 | 8,368 | 8,532 |
| Elgin..... | 13,018 | 13,893 | 2,998 | 3,342 | 16,016 | 17,235 |
| Essex..... | 44,666 | 47,294 | 9,909 | 10,605 | 54,575 | 57,899 |
| Frontenac..... | 12,664 | 13,591 | 3,140 | 3,217 | 15,804 | 16,808 |
| Glengarry..... | 3,255 | 3,829 | 827 | 840 | 4,082 | 4,669 |
| Grenville..... | 4,366 | 4,499 | 916 | 923 | 5,282 | 5,422 |
| Grey..... | 14,157 | 14,302 | 2,754 | 2,825 | 16,911 | 17,127 |
| Haldimand..... | 6,540 | 6,812 | 1,755 | 1,960 | 8,295 | 8,772 |
| Haliburton..... | 1,567 | 1,619 | 712 | 745 | 2,279 | 2,364 |
| Halton..... | 10,445 | 11,242 | 2,447 | 2,779 | 12,892 | 14,021 |
| Hastings..... | 16,991 | 17,922 | 4,045 | 4,248 | 21,036 | 22,170 |
| Huron..... | 12,199 | 12,594 | 2,806 | 3,011 | 15,005 | 15,605 |
| Kenora..... | 3,907 | 4,319 | 2,300 | 2,359 | 6,207 | 6,678 |
| Kent..... | 21,124 | 21,866 | 5,873 | 6,182 | 26,997 | 28,048 |
| Lambton..... | 17,749 | 19,028 | 3,635 | 3,967 | 21,384 | 22,995 |
| Lanark..... | 7,958 | 8,073 | 1,752 | 1,861 | 9,710 | 9,934 |
| Leeds..... | 8,175 | 8,492 | 2,081 | 2,154 | 10,256 | 10,646 |
| Lennox and Addington.. | 4,592 | 4,743 | 1,281 | 1,394 | 5,873 | 6,137 |
| Lincoln..... | 19,626 | 21,161 | 5,221 | 5,325 | 24,847 | 26,486 |
| Middlesex..... | 37,464 | 39,384 | 7,365 | 8,006 | 44,829 | 47,390 |
| Muskoka..... | 4,521 | 4,640 | 1,785 | 1,909 | 6,306 | 6,549 |
| Nipissing..... | 6,276 | 6,515 | 2,631 | 2,957 | 8,907 | 9,472 |
| Norfolk..... | 10,165 | 10,270 | 2,773 | 2,861 | 12,938 | 13,131 |
| Northumberland..... | 6,635 | 6,758 | 1,835 | 1,953 | 8,470 | 8,711 |
| Ontario..... | 20,596 | 20,940 | 3,810 | 4,067 | 24,406 | 25,007 |
| Oxford..... | 15,731 | 16,102 | 3,840 | 4,158 | 19,571 | 20,260 |
| Parry Sound..... | 4,008 | 4,204 | 1,742 | 1,904 | 5,750 | 6,108 |
| Peel..... | 12,669 | 13,887 | 3,175 | 3,469 | 15,844 | 17,356 |
| Perth..... | 13,131 | 13,779 | 2,558 | 2,930 | 15,689 | 16,709 |
| Peterborough..... | 12,729 | 13,636 | 2,470 | 2,672 | 15,199 | 16,308 |
| Prescott..... | 3,594 | 3,668 | 1,118 | 1,197 | 4,712 | 4,865 |
| Prince Edward..... | 4,087 | 4,275 | 1,175 | 1,242 | 5,262 | 5,517 |
| Rainy River..... | 2,550 | 2,704 | 1,363 | 1,410 | 3,913 | 4,114 |
| Renfrew..... | 12,600 | 12,969 | 3,392 | 3,491 | 15,992 | 16,460 |
| Russell..... | 2,654 | 2,751 | 878 | 895 | 3,532 | 3,646 |
| Simcoe..... | 21,771 | 23,281 | 5,607 | 5,931 | 27,378 | 29,212 |
| Storont..... | 8,237 | 8,767 | 1,713 | 1,754 | 9,950 | 10,521 |
| Sudbury..... | 15,019 | 16,654 | 4,684 | 5,764 | 19,703 | 22,418 |
| Thunder Bay..... | 16,061 | 17,100 | 5,777 | 5,886 | 21,838 | 22,986 |
| Timiskaming..... | 9,166 | 9,425 | 3,963 | 4,013 | 13,129 | 13,438 |
| Victoria..... | 6,700 | 6,902 | 1,557 | 1,639 | 8,257 | 8,541 |
| Waterloo..... | 27,982 | 30,211 | 5,392 | 5,498 | 33,374 | 35,709 |
| Welland..... | 27,025 | 29,253 | 5,832 | 5,972 | 32,857 | 35,225 |
| Wellington..... | 17,903 | 19,033 | 3,361 | 3,547 | 21,264 | 22,580 |
| Wentworth..... | 54,949 | 59,734 | 11,153 | 11,653 | 66,102 | 71,387 |
| York..... | 255,555 | 278,985 | 55,398 | 62,821 | 310,953 | 341,806 |
| Non-Residents..... | 995 | 1,379 | 650 | 883 | 1,645 | 2,262 |

**Number of Passenger and Commercial Vehicle Registrations
By Cities, 1951 and 1952**

| CITIES | Passenger | | Commercial | | Total Vehicles (Pass. and Comm.) | |
|-----------------------|-----------|---------|------------|--------|-------------------------------------|---------|
| | 1951 | 1952 | 1951 | 1952 | 1951 | 1952 |
| Belleville..... | 4,956 | 5,363 | 993 | 1,013 | 5,949 | 6,376 |
| Brantford..... | 10,019 | 10,906 | 1,861 | 1,927 | 11,880 | 12,833 |
| Chatham..... | 5,753 | 5,989 | 1,723 | 1,775 | 7,476 | 7,764 |
| Cornwall..... | 5,068 | 5,560 | 967 | 1,053 | 6,035 | 6,613 |
| Fort William..... | 5,820 | 6,604 | 1,555 | 1,583 | 7,375 | 8,187 |
| Galt..... | 4,267 | 4,571 | 683 | 703 | 4,950 | 5,274 |
| Guelph..... | 5,872 | 6,049 | 1,069 | 1,107 | 6,941 | 7,156 |
| Hamilton..... | 42,528 | 47,004 | 8,120 | 8,165 | 50,648 | 55,169 |
| Kingston..... | 8,319 | 9,056 | 1,358 | 1,446 | 9,677 | 10,502 |
| Kitchener..... | 9,826 | 10,942 | 1,806 | 1,939 | 11,632 | 12,881 |
| London..... | 24,426 | 25,815 | 4,117 | 4,437 | 28,543 | 30,252 |
| Niagara Falls..... | 10,568 | 10,836 | 1,515 | 1,663 | 12,083 | 12,499 |
| North Bay..... | 3,052 | 3,509 | 1,072 | 1,125 | 4,124 | 4,634 |
| Oshawa..... | 10,168 | 10,717 | 1,713 | 1,800 | 11,881 | 12,517 |
| Ottawa..... | 35,744 | 39,034 | 6,031 | 6,473 | 41,775 | 45,507 |
| Owen Sound..... | 3,964 | 4,112 | 808 | 857 | 4,772 | 4,969 |
| Peterborough..... | 8,467 | 8,901 | 1,342 | 1,380 | 9,809 | 10,281 |
| Port Arthur..... | 5,666 | 6,471 | 1,467 | 1,544 | 7,133 | 8,015 |
| St. Catharines..... | 10,251 | 11,108 | 1,946 | 2,068 | 12,197 | 13,176 |
| St. Thomas..... | 4,726 | 5,193 | 764 | 826 | 5,490 | 6,019 |
| Sarnia..... | 7,277 | 8,215 | 1,253 | 1,380 | 8,530 | 9,595 |
| Sault Ste. Marie..... | 6,281 | 6,952 | 1,484 | 1,654 | 7,765 | 8,606 |
| Stratford..... | 4,106 | 4,464 | 759 | 835 | 4,865 | 5,299 |
| Sudbury..... | 7,643 | 8,483 | 2,008 | 2,229 | 9,651 | 10,712 |
| Toronto..... | 207,814 | 254,245 | 45,445 | 54,722 | 253,259 | 308,967 |
| Waterloo..... | 2,859 | 2,971 | 783 | 854 | 3,642 | 3,825 |
| Welland..... | 5,313 | 5,777 | 901 | 968 | 6,214 | 6,745 |
| Windsor..... | 25,632 | 27,297 | 5,741 | 5,981 | 31,373 | 33,278 |
| Woodstock..... | 3,545 | 3,751 | 816 | 895 | 4,361 | 4,646 |

Report of the Accident Records and Statistics Division

Since the end of the second world war, there has been a continued rise in the number of motor vehicles registered; in the amount of use of such vehicles as shown by gasoline consumption; in the volume of tourist traffic; and in the number of street and highway accidents reported.

During 1952 there were 58,515 accidents reported to this Division, comprising 893 *fatal* accidents, 16,300 *personal injury* accidents, and 41,322 mishaps involving *property damage only*.

These accidents resulted in the loss of 1,010 lives, non-fatal injury to 23,634 persons and an estimated property damage loss of \$19,457,858.

As compared with the general advance in the number of accidents reported, amounting to 6.5 per cent, the death total increased by 6.4 per cent, the injury total by 4.8 per cent, while the property damage loss was almost 10 per cent above the 1951 figure.

Despite the increase in the number of persons fatally injured the death rate, in relation to miles travelled (taxable gasoline consumed) continued to drop. In computing the death rate on this basis, as a means of making comparisons with other Provinces and States, use is made of a mileage factor used in the United States but adjusted to the Imperial gallon.

No adjustment has been made to take into account the large share of small cars in use in Ontario as compared with the number in operation in the United States. If recognition were given to this factor and to the greater gasoline mileage of such vehicles a lowered mileage death rate would be shown.

The predominating importance of the human element in the causation of accidents is perhaps the most significant fact to be learned from the study of accident statistics. The large percentage of accidents involve experienced drivers, operating vehicles in good condition, in clear weather on dry pavements with good road surface. With the tremendous increase in the number of vehicles in use, driving has become more complex: calling not only for a high degree of skill and physical and mental aptitude but a proper attitude towards, and respect for, other road users.

Of the 1,010 fatalities during the year, 316 or nearly one-third (31.3%) were pedestrians. (Over the 10-year period, 1943 to 1952, pedestrians made up 38.7% of the total deaths).

Of the fatalities to occupants of vehicles (including motorcycles) which accounted for 65.3 per cent of the total, roughly, 46 per cent followed collisions with other motor vehicles, 28 per cent non-collision accidents, 11 per cent collisions with railroad trains, and 4 per cent collisions with fixed objects.

Young drivers, in proportion to their number, are involved in more accidents, and this proportion decreases steadily with age. In 1952, drivers "under 18 years" made up 2.2 per cent of the licensed drivers but were involved in 3.7 per cent of the accidents; drivers in the "18 to 24" age group comprised 14.3 per cent of all drivers but made up 25.9 per cent of the drivers involved in reported accidents.

During 1952, passenger cars made up 76.7 per cent of the vehicles in all accidents and 67.3 per cent of the vehicles involved in fatal accidents. Commercial vehicles comprised 19.9 per cent of the vehicles in all accidents and 27.4 per cent of those in fatal accidents; taxicabs made up 1.5 per cent and 1.0 per cent of the vehicles in all accidents and fatal accidents, respectively; while buses comprised 1.0 per cent and 1.8 per cent. In considering these figures, the mileage driven and other exposure factors must be taken into account.

Only a relatively small share of accidents are attributable to defects in the road or the road surface. In cases where a defect is reported the effect would

usually be less serious if the speed of the car had been more moderate or if the driver had used good judgment.

Of the 102,397 vehicles involved, the condition of which was reported, 99,672 or 97.3 per cent were said to be in apparent good condition. The corresponding percentage for vehicles involved in fatal accidents was 95.8. The most common defects reported, in order of number, were: brakes, steering mechanism, tires and lights.

The curve representing the frequency of occurrence of accidents from hour-to-hour shows little change from year to year, with the maximum intensity coming during the late afternoon, from 5 to 6 p.m.

An even greater share of the accidents occur during this period of the day in the winter months when early darkness, unfavourable weather and heavy traffic add to the usual driving and walking hazards.

As in previous years, the monthly trend of accidents showed the highest frequency in the Fall and Winter with the peak in December and the low point in April.

The statistics covered in a broad way in the foregoing paragraphs are given in more detail in the following pages.

In attempting to find ways and means of reducing the number and seriousness of accidents there is no single line of approach which can itself bring immediate results, nor is there any single agency or organization or group of persons competent to correct the problem overnight—unless it is that large group of persons who make daily use of the streets and highways. Notwithstanding these obvious facts, the Department has for many years carried on a continued program directed to drivers and pedestrians. The broad objective is to educate the driver to exercise good judgment along with driving skill, to be everlastingly on the alert and to observe laws designed for the protection of all citizens.

While stricter penalties have been provided for many violations to bring about a better measure of control by legislation and law enforcement, extended efforts also have been made to develop greater understanding and observance of traffic and safety laws by education.

Such work has been designed to reach various groups of individuals, including: children of pre-school age; younger school children; older school children and young drivers; drivers whose ability may be affected by age or physical impairment or infirmity; and the general public. In addition to work being carried on along these general lines, support has been given to and received from safety organizations and groups, as well as private companies having a more direct interest in traffic accident prevention.

These various efforts to promote safer condition have undoubtedly had a beneficial effect but they have not by any means stopped the rising tide of accidents. Lack of driving ability or lack of driving knowledge cannot be said to be predominating factors in our present situation. Our greatest problem involves the driver who knows what is required of him but who is unwilling to make the necessary personal sacrifices and concessions to the public good which are essential if any real progress is to be made in the solution of the accident problem.

STATISTICS RELATING TO MOTOR VEHICLE TRAFFIC ACCIDENTS* IN ONTARIO — 1952

In the following tables, comparative figures are shown for the calendar years 1951 and 1952. The average annual totals for the ten-year-period, 1943 to 1952, are also shown:

| | 10 Year Average (1943-1952) | 1951 | 1952 | % Increase from 1951 |
|---|-----------------------------------|------------|------------|-------------------------------|
| Fatal Accidents..... | 659 | 824 | 893 | 8.4 |
| Personal Injury Accidents..... | 10,591 | 15,653 | 16,300 | 4.1 |
| Property Damage only Accidents..... | 18,163 | 38,443 | 41,322 | 7.5 |
| Total Accidents Reported..... | 29,413 | 54,920 | 58,515 | 6.5 |
| Number of Persons Fatally Injured..... | 739 | 949 | 1,010 | 6.4 |
| Number of Persons Non-Fatally Injured..... | 10,566 | 22,557 | 23,634 | 4.8 |
| Amount of Property Damage Reported..... | \$8,122,631 | 17,701,576 | 19,457,858 | 9.9 |
| Number of Drivers Involved in All Accidents..... | 47,680 | 92,631 | 98,132 | 5.9 |
| Number of Drivers Involved in Fatal Accidents..... | 837 | 1,085 | 1,216 | 12.1 |
| Number of Vehicles Involved in All Accidents..... | 50,037 | 97,636 | 103,031 | 5.5 |
| Number of Vehicles Involved in Fatal Accidents..... | 856 | 1,119 | 1,235 | 10.4 |
| Number of Motor Vehicles Registered..... | 898,092 | 1,205,023 | 1,291,747 | 7.2 |
| Number of Licensed Drivers..... | 1,190,126 | 1,461,538 | 1,556,559 | 6.5 |
| Percentage Increase in Gasoline Consumption..... | | | | 7.0 |
| Mileage Rate‡ (Based on Gas. Consumption Figures)..... | 11.0 | 9.3 | 9.2 | |
| Death Rate per 10,000 Vehicles Registered..... | 8.3 | 7.9 | 7.8 | |
| Death Rate per 100,000 Population†..... | 17.1 | 20.6 | 21.2 | |
| Classification of Persons Fatally Injured | | | | |
| Drivers..... | 178 | 249 | 286 | 14.8 |
| Passengers..... | 213 | 302 | 348 | 15.2 |
| Pedestrians..... | 286 | 339 | 316 | -6.8 |
| Others..... | 5 | 4 | 5 | 25.0 |
| Bicyclists..... | 33 | 35 | 29 | -17.1 |
| Motorcycle Drivers..... | 19 | 17 | 22 | 29.4 |
| Motorcycle Passengers..... | 5 | 3 | 4 | 33.3 |
| Total Killed..... | 739 | 949 | 1,010 | 6.4 |
| Classification of Persons Non-Fatally Injured | | | | |
| Drivers..... | 3,781 | 6,359 | 6,719 | 5.7 |
| Passengers..... | 6,384 | 9,988 | 10,486 | 5.0 |
| Pedestrians..... | 3,472 | 4,287 | 4,619 | 7.7 |
| Others..... | 91 | 114 | 76 | -33.3 |
| Bicyclists..... | 820 | 995 | 1,028 | 3.3 |
| Motorcycle Drivers..... | 404 | 654 | 582 | -11.0 |
| Motorcycle Passengers..... | 114 | 160 | 124 | -22.5 |
| Total Injured..... | 15,066 | 22,557 | 23,634 | 4.8 |
| Location of Accidents | | | | |
| Cities..... | 13,043 | 23,706 | 24,486 | 3.3 |
| Towns..... | 1,893 | 3,966 | 4,535 | 14.3 |
| Villages..... | 496 | 1,080 | 1,023 | -4.4 |
| (Urban Streets)..... | (15,432) | (28,752) | (30,044) | 4.5 |
| King's Highways..... | 8,659 | 15,617 | 16,427 | 5.2 |
| County Roads..... | 2,899 | 5,757 | 6,138 | 6.6 |
| Township Roads..... | 2,423 | 4,794 | 5,906 | 23.2 |
| (Rural Roads)..... | (13,981) | (26,168) | (28,471) | 8.8 |
| Total..... | 29,413 | 54,920 | 58,515 | 6.5 |

*Involving personal injury of property damage in excess of \$50.00.

‡Number of persons fatally injured per 100,000,000 miles travelled.

†Estimated Ontario population 4,766,000 (1952).

| | 10 Year Average (1943-1952) | 1951 | 1952 | % Increase from 1951 |
|---|-----------------------------------|--------|--------|-------------------------------|
| Accidents by Road Location | | | | |
| Street Intersections..... | 8,276 | 15,160 | 15,753 | 3.9 |
| Between Street Intersections..... | 6,247 | 11,544 | 12,327 | 6.8 |
| Rural Intersections..... | 2,473 | 5,163 | 5,506 | 6.6 |
| Straight Road..... | 7,628 | 13,261 | 15,137 | 14.1 |
| Private Driveway..... | 857 | 2,392 | 2,039 | -14.8 |
| Curve..... | 2,126 | 4,107 | 4,379 | 6.6 |
| Hill..... | 1,096 | 2,039 | 2,034 | -0.2 |
| R.R. Crossing (a) Man on duty or gates..... | 27 | 47 | 37 | -21.3 |
| (b) Automatic signal..... | 51 | 90 | 70 | -22.2 |
| (c) Unguarded..... | 202 | 307 | 315 | 2.6 |
| Bridge..... | 428 | 808 | 913 | 13.0 |
| On ferry or dock..... | 2 | 2 | 5 | .... |
| Total..... | 29,413 | 54,920 | 58,515 | 6.5 |
| Age of Persons Fatally Injured | | | | |
| 0- 4 years..... | 46 | 45 | 75 | 66.7 |
| 5-14 years..... | 81 | 98 | 78 | -20.4 |
| 15-35 years..... | 246 | 324 | 364 | 12.3 |
| 36-54 years..... | 154 | 206 | 222 | 7.8 |
| 55-64 years..... | 79 | 96 | 99 | 3.1 |
| 65 years and over..... | 133 | 180 | 172 | -4.4 |
| Total..... | 739 | 949 | 1,010 | 6.4 |
| Age of Persons Non-Fatally Injured | | | | |
| 0- 4 years..... | 700 | 1,103 | 1,211 | 9.8 |
| 5-14 years..... | 1,947 | 2,737 | 2,932 | 7.1 |
| 15-35 years..... | 6,922 | 10,903 | 11,276 | 3.4 |
| 36-54 years..... | 3,083 | 4,586 | 4,819 | 5.1 |
| 55-64 years..... | 1,024 | 1,403 | 1,417 | 1.0 |
| 65 years and over..... | 775 | 1,131 | 1,149 | 1.6 |
| Not Stated..... | 615 | 694 | 830 | .... |
| Total..... | 15,066 | 22,557 | 23,634 | 4.8 |
| All Accidents by Light Conditions | | | | |
| Daylight..... | 16,876 | 32,024 | 33,665 | 5.1 |
| Dusk..... | 1,369 | 2,747 | 2,915 | 6.1 |
| Dark..... | 11,148 | 20,119 | 21,888 | 8.8 |
| Not Stated..... | 20 | 30 | 47 | .... |
| Total..... | 29,413 | 54,920 | 58,515 | 6.5 |
| Fatal Accidents by Light Conditions | | | | |
| Daylight..... | 323 | 386 | 429 | 11.1 |
| Dusk..... | 30 | 46 | 48 | 4.3 |
| Dark..... | 306 | 391 | 416 | 6.4 |
| Not Stated..... | ..... | 1 | ..... | .... |
| Total..... | 659 | 824 | 893 | 8.4 |
| All Accidents by Road Surface | | | | |
| Dry Surface..... | 17,636 | 30,825 | 36,493 | 18.4 |
| Wet Surface..... | 5,378 | 10,854 | 11,199 | 3.2 |
| Muddy Surface..... | 106 | 258 | 241 | -6.6 |
| Snowy Surface..... | 2,417 | 4,793 | 3,842 | -19.8 |
| Icy Surface..... | 3,876 | 8,190 | 6,740 | -17.7 |
| Total..... | 29,413 | 54,920 | 58,515 | 6.5 |

| | 10 Year Average (1943-1952) | 1951 | 1952 | % Increase from 1951 |
|--|-----------------------------------|----------|----------|-------------------------------|
| Drivers in All Accidents by Age Groups* | | | | |
| Under 18 years..... | 1,680 | 3,290 | 3,639 | 10.6 |
| 18-24 years..... | 11,748 | 23,545 | 25,071 | 6.5 |
| 25-40 years..... | 20,324 | 39,696 | 41,614 | 4.8 |
| 41-54 years..... | 8,975 | 16,842 | 18,011 | 6.9 |
| 55-64 years..... | 3,090 | 5,727 | 5,957 | 4.0 |
| 65 years and over..... | 1,220 | 2,331 | 2,496 | 7.1 |
| Not Stated..... | 643 | 1,200 | 1,344 | .... |
| Total..... | 47,680 | 92,631 | 98,132 | 5.9 |
| Experience of Drivers | | | | |
| Less than three months..... | 550 | 1,168 | 1,248 | 6.8 |
| 3- 6 months..... | 344 | 720 | 840 | 16.7 |
| 6-12 months..... | 492 | 1,105 | 1,241 | 12.3 |
| 1- 4 years..... | 8,475 | 17,786 | 19,571 | 10.0 |
| 5 years and over..... | 35,685 | 68,030 | 70,659 | 3.9 |
| Not Stated..... | 2,134 | 3,822 | 4,573 | .... |
| Total..... | 47,680 | 92,631 | 98,132 | 5.9 |
| Day of Occurrence | | | | |
| Sunday..... | 4,296 | 8,629 | 9,098 | 5.4 |
| Monday..... | 3,723 | 7,100 | 7,138 | 0.5 |
| Tuesday..... | 3,524 | 6,294 | 7,136 | 13.4 |
| Wednesday..... | 3,494 | 6,334 | 7,115 | 12.3 |
| Thursday..... | 3,631 | 6,552 | 7,089 | 8.2 |
| Friday..... | 4,476 | 8,363 | 8,395 | 0.4 |
| Saturday..... | 6,269 | 11,648 | 12,544 | 7.7 |
| Total..... | 29,413 | 54,920 | 58,515 | 6.5 |
| Month of Occurrence | | | | |
| January..... | 2,188 | 4,309 | 4,967 | 15.3 |
| February..... | 2,014 | 3,808 | 4,269 | 12.1 |
| March..... | 2,008 | 3,696 | 3,895 | 5.4 |
| (1st Quarter)..... | (6,210) | (11,813) | (13,131) | 11.1 |
| April..... | 1,789 | 3,229 | 3,679 | 13.9 |
| May..... | 2,060 | 3,682 | 4,269 | 15.9 |
| June..... | 2,295 | 4,361 | 4,328 | -0.8 |
| (2nd Quarter)..... | (6,144) | (11,272) | (12,276) | 8.9 |
| July..... | 2,539 | 4,855 | 5,019 | 3.4 |
| August..... | 2,605 | 4,519 | 5,101 | 12.9 |
| September..... | 2,713 | 5,380 | 5,094 | -5.3 |
| (3rd Quarter)..... | (7,857) | (14,754) | (15,614) | 5.8 |
| October..... | 2,791 | 4,958 | 5,387 | 8.6 |
| November..... | 3,035 | 5,653 | 5,526 | -2.2 |
| December..... | 3,376 | 6,470 | 6,581 | 1.7 |
| (4th Quarter)..... | (9,202) | (17,081) | (17,494) | 2.4 |
| Total..... | 29,413 | 54,920 | 58,515 | 6.5 |
| Fatal Accidents by Month of Occurrence | | | | |
| January..... | 35 | 45 | 45 | .... |
| February..... | 33 | 43 | 60 | 39.5 |
| March..... | 37 | 50 | 52 | 4.0 |
| (1st Quarter)..... | (105) | (138) | (157) | 13.8 |
| April..... | 42 | 60 | 55 | -8.3 |
| May..... | 45 | 58 | 64 | 10.3 |
| June..... | 54 | 73 | 69 | -5.5 |
| (2nd Quarter)..... | (141) | (191) | (188) | -1.6 |

*The percentage distribution of drivers in accidents and drivers licensed during 1952, by age groups, was as follows (percentage of drivers licensed in each age class is shown in parenthesis): Age **under 18**, 3.7% (2.2%); **18-24**, 25.9% (14.3%); **25-40**, 43.0% (42.3%); **41-54**, 18.6% (25.9%); **55-64**, 6.2% (10.0%); **65 and over**, 2.6% (5.3%).

| | 10 Year Average (1943-1952) | 1951 | 1952 | % Increase from 1951 |
|--|-----------------------------------|--------|--------|-------------------------------|
| Fatal Accidents by Month of Occurrence (cont'd) | | | | |
| July | 61 | 85 | 99 | 16.5 |
| August | 68 | 80 | 84 | 5.0 |
| September | 74 | 89 | 82 | -7.9 |
| (3rd Quarter) | (203) | (254) | (265) | 4.3 |
| October | 80 | 84 | 105 | 25.0 |
| November | 70 | 85 | 90 | 5.9 |
| December | 60 | 72 | 88 | 22.2 |
| (4th Quarter) | (210) | (241) | (283) | 17.4 |
| Total | 659 | 824 | 893 | 8.4 |
| Licence and/or Permit Suspensions for: | | | | |
| Convictions or Infractions of Highway Traffic Act, or Criminal Code | 9,785 | 15,794 | 17,870 | 13.1 |
| Failure to Satisfy Judgment | 310 | 621 | 982 | 58.1 |
| Unsatisfactory Operating Record | 484 | 601 | 827 | 37.6 |
| Total | 10,579 | 17,016 | 19,679 | 15.6 |

Statistics Relating to Motor Vehicle Accidents in Ontario Cities, 1951 and 1952

| CITY | Accidents | | Number of Persons Fatally Injured | | Number of Persons Non-fatally Injured | |
|------------------------|-----------|--------|--------------------------------------|------|--|-------|
| | 1951 | 1952 | 1951 | 1952 | 1951 | 1952 |
| Belleville | 147 | 164 | 1 | 1 | 42 | 65 |
| Brantford | 277 | 225 | 2 | 3 | 96 | 82 |
| Chatham | 259 | 299 | 3 | 2 | 78 | 80 |
| Cornwall | 293 | 264 | .. | 1 | 104 | 95 |
| Fort William | 393 | 444 | 4 | 2 | 137 | 138 |
| Galt | 126 | 106 | 1 | .. | 58 | 63 |
| Guelph | 331 | 284 | 2 | 3 | 117 | 85 |
| Hamilton | 3,351 | 3,989 | 26 | 26 | 891 | 1,102 |
| Kingston | 461 | 611 | .. | 7 | 179 | 184 |
| Kitchener | 546 | 467 | 2 | 6 | 247 | 230 |
| London | 2,299 | 2,073 | 11 | 15 | 425 | 408 |
| Niagara Falls | 184 | 257 | 2 | .. | 90 | 89 |
| North Bay | 195 | 230 | .. | 1 | 61 | 64 |
| Oshawa | 124 | 123 | 4 | 3 | 101 | 101 |
| Ottawa | 1,920 | 1,882 | 22 | 17 | 703 | 700 |
| Owen Sound | 166 | 171 | 1 | 1 | 36 | 35 |
| Peterborough | 267 | 352 | 2 | 3 | 83 | 90 |
| Port Arthur | 154 | 223 | 8 | 3 | 104 | 122 |
| St. Catharines | 400 | 458 | 2 | 3 | 110 | 128 |
| St. Thomas | 52 | 54 | 3 | .. | 31 | 38 |
| Sarnia | 824 | 897 | 7 | 8 | 190 | 191 |
| Sault Ste. Marie | 451 | 635 | 3 | 2 | 137 | 155 |
| Stratford | 147 | 169 | .. | 2 | 60 | 51 |
| Sudbury | 104 | 107 | 4 | 10 | 43 | 24 |
| Toronto | 7,154 | 7,112 | 50 | 64 | 3,479 | 3,607 |
| Welland | 177 | 196 | 2 | 3 | 58 | 61 |
| Windsor | 2,490 | 2,313 | 10 | 13 | 840 | 846 |
| Woodstock | 274 | 253 | 2 | .. | 93 | 108 |
| Waterloo | 140 | 128 | 2 | 1 | 35 | 35 |
| TOTAL | 23,706 | 24,486 | 176 | 200 | 8,628 | 8,977 |

The Report of the Financial Responsibility Division

The over-all picture with respect to the Financial Responsibility Division has not changed materially since the last report was made. There having been no major amendments to the financial responsibility provisions of the Highway Traffic Act since 1947 no serious administrative difficulties were experienced. In the 1951 report the basic provisions of the law were outlined and therefore no further comment is being made at this time.

As in the past, statistical tables are appended showing the results of our operations for the year as compared with previous years. A careful study of the tables will reveal many important highlights. Comment will be made on those considered of particular importance as well as certain phases of the work not specifically covered by the tables.

During the calendar year 1952 the courts reported a total of 138,675 convictions registered against motorists for offences involving the use of a motor vehicle. Of these, 7,130 were registered under the Criminal Code of Canada for offences of: driving while intoxicated, dangerous and reckless driving, failing to remain at the scene of an accident, theft of an automobile, etc. The remaining 131,545 were for various offences under the Highway Traffic Act. The total represented an increase of 38 per cent from the total of 100,617 convictions reported in 1951.

In a previous report it was mentioned that one of the main administrative difficulties resulted from the non-reporting of convictions by the courts. It is believed that the abnormally large increase in 1952, is at least partly due to the fact that more complete returns were received from the courts.

The co-operation received from the majority of court officials is appreciated. The number of motor vehicles registered in 1952 showed an increase of 7.2 per cent from the 1951 total and this may account for some of the increase. The figures also indicate more supervision by enforcement agencies. For example, the number of convictions reported for speeding in 1952 was 67,546 as compared with 45,894 in 1951.

The number of suspensions applied for failure to meet the financial responsibility requirements of the Act has a direct bearing on the number of convictions registered. A total of 19,853 suspensions were made under this caption, an increase of 20.9 per cent from the previous year and an advance of 60 per cent from the previous five-year average.

This does not mean that all of the persons affected by these suspensions were not financially responsible. In fact the records indicate that many of them were insured. The present law, however, requires the Registrar to apply a suspension immediately upon receipt of a report from the court of the registration of a conviction for certain named offences. Experience shows that in a large number of cases driving privileges are reinstated shortly after the notice is received by the person concerned, upon presentation of proof of the necessary insurance coverage. This is particularly true with respect to the minor offences. In 1952 at least 65 per cent of the suspensions applied under this category were rescinded upon the filing of proof. This, therefore, raises a question as to whether it might not be desirable to amend the present law to provide that no suspension shall be applied when persons convicted of minor offences satisfy the Registrar that at the time of the offence they were protected by an automobile liability insurance policy.

While the indemnification aspects of accidents are of paramount importance our first consideration should be the prevention of accidents. The dominant consideration should not be to permit persons to continue to drive with only the assurance that they are financially responsible. Persons who, by act or omission, disregard the rules of safety and common sense should be removed from the

highways. We believe that, generally speaking, it is desirable that authority be vested in the courts to suspend driving privileges. Many factors must be taken into consideration before taking away the privilege of driving. Courts can subpoena witnesses and hear testimony under oath thereby being in a position to adjudicate with all the facts before them. Both the Criminal Code of Canada and the Highway Traffic Act provide the necessary authority for the courts to prohibit driving upon conviction for most offences involving the use of a motor vehicle. For example, upon conviction for an offence of drunk driving or dangerous driving or failure to remain at the scene of an accident the Magistrate may make an order prohibiting driving for any period up to three years.

There are however, cases which might not come before the courts where it is evident, that in the interests of public safety, certain persons should be denied the use of the highway. The Minister is therefore given authority under the Act to prohibit any person from driving for any reason he deems sufficient. Pursuant to this power, over 800 persons had their driving privileges suspended in 1952. Through an arrangement with the Department of Health the superintendents of the various Ontario hospitals report to us all cases of persons released on probation, where in the opinion of the superintendent, such person should not be granted the privilege of driving. In 1952 there were 367 suspensions applied following receipt of such reports. An additional 73 suspensions were applied following receipt of reports indicating that persons suffered a physical or mental disability which might affect the safe operation of a motor vehicle. The driving privileges of persons coming within these categories are not reinstated until they have satisfied the Driver's Medical Appeal Board that they are fit and proper persons to be licenced to drive.

The Accident Records Division requires the re-examination of certain groups of persons involved in accidents, i.e. inexperienced drivers, drivers in fatal accidents, drivers of advanced age, etc. A total of 315 persons were prohibited from driving for failure to file satisfactory certificates. An additional 72 suspensions were applied because of bad operating records showing numerous convictions and accidents.

We rely upon police authorities for enforcement of suspension orders and with a few exceptions, splendid co-operation is received from all police jurisdictions. Many police departments are severely handicapped by insufficient personnel to handle the multiplicity of police duties. As a result neither the time nor the personnel can be devoted entirely to traffic violations and enforcement procedure. It cannot be denied that there are a large number of persons in Ontario who continue to operate after their licences have been suspended. It is the duty of the police to apprehend these violators and the fact that almost 800 convictions for driving while disqualified were registered during the year, demonstrates that the police are doing good work. In the previous report it was intimated that we believed it was the duty of the courts to impose severe penalties in these cases. The records indicate that although some 75 persons were given gaol sentences, 400 persons received only nominal fines of from \$25.00 to \$50.00.

The Legislature regards the ignoring of a suspension order as a serious offence. The statutes provide for the automatic forfeiture of a motor vehicle to the Crown, where a conviction is registered for either operating a motor vehicle the permit for which is suspended or for procuring a motor vehicle permit illegally.

In 1952 a total of 73 vehicles were seized pursuant to this authority. Any equity held in such vehicles by the suspended person is entirely forfeited. The amount of revenue derived from their sale was comparatively small since the great majority had registered liens against them. We released 16 outright to the lien holders as the amount of the liens exceeded the resale value. From the proceeds of the sale of 8 others almost \$3,500 was paid to registered lien holders. There were 28 found to be in unroadworthy condition and these were sold to be wrecked.

The Unsatisfied Judgment Fund

During the past year over 700 persons have received tangible evidence of the benefits to be derived from the Unsatisfied Judgment Fund. Such persons were, through no fault of their own, involved in motor vehicle accidents and while they were successful by court action in recovering judgments for damages, they were unable to collect from the motorists responsible for the accidents. To such persons was paid from the Unsatisfied Judgment Fund \$1,214,023.11.

Of this amount \$94,090.01 was paid to 42 persons who were the innocent victims of the most despicable of all drivers, the so-called "hit-and-run" drivers, who failed to remain at, or return to the scene of the accidents. The balance of \$1,129,933.10 was paid in settlement of 402 judgments recovered against drivers and/or owners of motor vehicles who were uninsured and unable to meet their financial obligations. Since the inception of the Fund on July 1st, 1947, a total of 2,305 persons, either drivers or owners of motor vehicles, pedestrians, or bicyclists have received payments from the Fund of almost three-and-three-quarter-million dollars.

As in previous years, there was a substantial increase in the payments from the Fund. However, while the increase for the two previous years was about 35 per cent the increase for 1952 was only 23.6 per cent. In the previous report, it was stated that the increase might possibly be due to the fact that the benefits available under the Fund were becoming more widely known and possibly to a tendency on the part of the courts to award higher judgments. There has been an increase in the average amount of the judgment paid out of the Fund. The average payment for 1952 was about \$2,700, the average for the previous three years was about \$2,200. It would appear that we may have reached the saturation point as far as the commencement of actions is concerned and that while the future will show an increase in payments, such increase will conform more closely with the increase in the number of motor vehicles registered and the total mileage driven.

In the previous report, we stated that it was apparent that the collection of a fee of fifty cents with the issue of 1952 drivers' licences would not suffice to meet the orders for payment and that provision was made in the estimates for a deficit. This proved to be the case and it was necessary to secure treasury loans amounting to \$650,000 prior to December 31st, 1952. As it was evident that the present fee was not sufficient for the Fund to be self-sustaining, the fee was increased to \$1.00 effective with the issue of 1953 drivers' licences. While the Highway Traffic Act provides for the collection of a fee not exceeding \$1.00 yearly, no fee was collected during the first two years the Fund was in operation, and from 1949 to 1952 inclusive, only fifty cents was collected annually from each driver. By the fees collected with the issue of 1953 drivers' licences, sufficient funds were made available to repay the treasury loans and leave a balance in the Fund as of March 31st, 1953, of \$554,729.33.

Under the Judicature Act, 5 per cent interest per annum is payable on outstanding judgments. Under this rule, almost \$60,000 in interest has been paid from the Fund to date in settlement of judgments ordered paid by the courts. It has not been the practice to pay interest on "hit-and-run" judgments as, in such cases, it is not necessary to secure a court order for payment out. As soon as a judgment is recovered against the Registrar of Motor Vehicles it may be immediately recovered from the Fund upon the filing of the proper documents. In judgments where the owner and/or driver are identified it has been the practice to allow interest from the date of the judgment to the date of the court order for payment out. It has been noted that, in some instances, a considerable period of time, over one year in a number of cases, has expired from the date of the judgment to the date of the order. While inquiries have revealed a justification for such

delay in some cases, in others no reason was apparent as to why the order could not have been secured at an earlier date. To eliminate any tendency to delay proceedings for the express purpose of securing additional interest payments, was amended (effective April 2, 1953) so as to provide that the Minister shall not pay out of the Fund any amount for interest on a judgment or interest on taxed costs.

In previous reports, it has been emphasized that one important feature of the Legislation is that the Fund is applicable to any judgment recovered in Ontario, for damages arising out of a motor vehicle accident occurring in Ontario. Protection is, therefore, afforded the Ontario resident against the out-of-province, uninsured motorist. In view of this Legislation, Ontario residents have been paid some \$70,000 from the Fund in settlement of judgments recovered against out-of-province, uninsured motorists. The law is, however, also available to the out-of-province motorists and payments totalling \$81,881.38 have been made to persons residing outside the province who recovered judgments against Ontario drivers which could not be collected. It is conceivable that under this legislation, two out-of-province motorists might be involved in an accident while driving in Ontario and if a judgment were recovered against one, and was found to be uncollectable, it might be possible to secure an order for payment from the Fund. While it is desirable to give our visitors every reasonable protection, there would appear to be considerable doubt as to whether there is any justification for granting such all-out protection to the residents of those provinces and states which do not afford similar protection to Ontario residents. Particularly is this true, when it has been necessary to raise the annual fee which the Ontario motorist is required to pay to keep the Fund solvent. As a result of an amendment to the Act no further payments will be made to a non-resident unless such person resides in a jurisdiction which affords an Ontario resident corresponding protection.

No judgment is paid from the Fund until the judgment creditor assigns the judgment to the Minister. Upon assignment, the Minister becomes the judgment creditor. A writ of execution against the judgment debtor is lodged with the sheriff of the county in which such judgment debtor resides and is continued in effect by renewal from time to time as required.

An order is made prohibiting the judgment debtor from owning or operating any motor vehicle until he has repaid to the Fund the total amount paid out plus interest at 4 per cent per annum, and until he has given proof of his ability to pay future judgments which might be recovered against him.

The police departments are asked to keep such judgment debtors under close surveillance to see that the order of suspension is strictly enforced.

At least every six months an investigation is conducted to assure that the judgment debtor does not possess any property or other assets which could be seized and sold and that he has no bank account. If he is found to have any interest in property or other assets or has a bank account, prompt action is taken in the interest of the Fund to realize on such assets.

As the result of the various actions taken against these judgment debtors, some \$44,000 was collected in repayments during the year. While this amount may seem small, it must be realized that before an order is made for payment from the Fund the judgment creditor had to satisfy the court that the judgment debtor has no means of paying the debt. Since the inception of the Fund, seventy-eight judgments have been repaid in full and ninety-four judgment debtors are making regular instalment payments at the present time. We are particularly gratified with the co-operation we have received from many employers in assisting us in the collection of these bad debts.

In some instances our investigations showed that certain assets were held by judgment debtors and upon instituting the necessary court action, certain amounts were realized for the benefit of the Fund. In one case a small judgment was com-

pletely liquidated by the seizure of a car purchased by a judgment debtor, after a judgment against him had been paid out of the Fund. In another case, a judgment of \$4,737 paid from the Fund in 1950 was reduced during the year by some \$1,500 being the proceeds of a sheriff's sale of property owned jointly by the debtor and his wife. In another action, \$350 was recovered from the sale of a lot which was found to be registered in the name of a judgment debtor and his wife.

In 1948, an amount of \$7,006.83 was paid from the Fund on behalf of a debtor who was responsible for personal injury to two persons.

Through persistent inquiry and investigation it was learned that the debtor, at the time of his examination, owned certain property and also a motor vehicle. He had attempted to camouflage these facts by various subterfuges, one of which was a bank account in the name of his brother to which he deposited funds and out of which the brother made tax payments, etc. Perjury charges were laid by the Provincial Police and resulted in conviction and imprisonment for one year. While no actual recovery of funds has yet been accomplished, our legal department has the matter in hand.

Another decision in our favour was handed down in the case of a judgment debtor who, on the advice of his solicitor, made an assignment in bankruptcy in order to obtain a release from the judgment. The application for discharge was successfully opposed by our solicitors on the grounds that the Bankruptcy Act was not intended to enable a judgment debtor to free himself from a judgment of this kind by going into bankruptcy and obtaining his discharge thereunder.

The amount of legal work involved in connection with the administration of the Fund is enormous and we again wish to take this opportunity of expressing our appreciation to Mr. E. H. Silk, Q.C., senior solicitor of the Department of the Attorney-General, and his assistants, for the most competent manner in which this ever-expanding volume of work is being handled. We also wish to express appreciation to E. V. McNeil, Commissioner of the Ontario Provincial Police for the untiring efforts put forth by his officers in making investigations and conducting inquiries in preparation for court proceedings.

UNSATISFIED JUDGMENT FUND

Period: July 1st, 1947 March 31st, 1953

Judgments Paid Out of Fund to Persons Residing Outside of Ontario

| No. | STATE OR PROVINCE | AMOUNT |
|-----|-------------------|-------------|
| 8 | Michigan..... | \$23,351.00 |
| 6 | New York..... | 25,204.50 |
| 1 | Saskatchewan..... | 5,558.00 |
| 2 | Ohio..... | 5,428.25 |
| 1 | California..... | 8,599.97 |
| 1 | Illinois..... | 2,645.97 |
| 1 | Connecticut..... | 11,093.69 |
| 20 | | \$81,881.38 |

Judgments Recovered by Ontario Residents Against Persons Residing Outside of Ontario and Paid Out of the Fund

| No. | STATE OR PROVINCE | AMOUNT |
|-----|---------------------|-------------|
| 2 | Quebec..... | \$ 590.57 |
| 20 | Michigan..... | 49,873.56 |
| 3 | Ohio..... | 2,837.04 |
| 1 | North Carolina..... | 1,645.20 |
| 1 | Florida..... | 426.58 |
| 5 | New York..... | 8,979.97 |
| 2 | California..... | 8,143.80 |
| 1 | New Jersey..... | 2,076.37 |
| 1 | Pennsylvania..... | 1,269.16 |
| 36 | | \$75,883.25 |

**CONVICTIONS AND/OR COMMITTALS FOR TRIAL REGISTERED UNDER THE
HIGHWAY TRAFFIC ACT AND CRIMINAL CODE (CANADA) FOR OFFENCES
INVOLVING THE USE OF A MOTOR VEHICLE**

| SECTION | OFFENCE | CONVICTIONS No. | REPORT % of Total |
|-------------------------------|---|--------------------|-------------------------|
| Highway Traffic Act | | | |
| 3 | Fail to register a motor vehicle | 388 | .280 |
| 4 | False statement on application for permit | 713 | .514 |
| 5 | Fail to have number plates | 2,230 | 1.608 |
| 6 | Fail to notify Dept. of change of ownership | 544 | .392 |
| 7 | Improper use of number plates | 452 | .326 |
| 10 | Improper lights | 5,327 | 3.841 |
| 12 | Defective brakes | 1,325 | .955 |
| 13 | Faulty equipment (mirror, windshield, etc.) | 647 | .467 |
| 14 & 15 | Improper tires, clamps, etc. | 3 | .002 |
| 17 | Unnecessary noise | 924 | .666 |
| 19 | Excessive width and length of vehicle | 133 | .096 |
| 21 | Fail to have chauffeur's licence | 236 | .170 |
| 23 | Fail to produce chauffeur's licence | 58 | .042 |
| 25 | Procure licence or permit illegally | 101 | .073 |
| 26 & 27 | No garage licence or improper use of garage licence | 44 | .032 |
| 28 | Speeding | 67,546 | 48.708 |
| 29 | Careless driving | 6,715 | 4.842 |
| 30 | Racing | 21 | .015 |
| 32 | Unnecessary slow driving | 13 | .009 |
| 33 | Defacing or removing signs | 11 | .008 |
| 34 | Over weight re tires | 9 | .007 |
| 36 | Load in excess of permit issued | 4,275 | 3.083 |
| 38 | Overhanging load | 114 | .082 |
| 40 | No name of owner on commercial vehicle | 967 | .697 |
| 41 | Improper turning, passing, signalling, etc. | 29,497 | 21.271 |
| 42 | Crossing traffic lanes improperly | 132 | .095 |
| 43 | Park on highway | 666 | .480 |
| 45 & 46 | Passing street cars or horses improperly | 91 | .066 |
| 47 | Depositing glass, scrap, etc., on highway | 52 | .037 |
| 48 | Failing to stop at accident and give name | 756 | .545 |
| 52 | Operate motor vehicle under age 15 | 39 | .028 |
| 55 | Drunk in charge of conveyance | 17 | .012 |
| 68 | Drive while permit or licence suspended | 407 | .293 |
| 75 | Fail to have operator's licence | 3,884 | 2.801 |
| 76 | Fail to produce operator's licence | 1,325 | .955 |
| 110 | Fail to report accident | 385 | .278 |
| | Disobey regulations under the Act | 360 | .260 |
| | Other offences | 138 | .099 |
| Criminal Code (Canada) | | | |
| 268 | Motor manslaughter | 9 | .007 |
| 285(1) | Furious driving | 4 | .003 |
| 285(2) | Leaving the scene of an accident | 430 | .310 |
| 285(3) | Take vehicle without consent of owner | 351 | .253 |
| 285(4) | Drunk driving | 1,356 | .978 |
| 285(4A) | Driving while ability impaired | 4,786 | 3.451 |
| 285(6) | Reckless or dangerous driving | 565 | .407 |
| 285(8) | Drive whilst disqualified | 356 | .257 |
| 377 | Theft of motor vehicle | 273 | .197 |
| | TOTAL | 138,675 | 100.000 |

This table is compiled from the reports received from the courts pursuant to sections 68 and 91 of the Highway Traffic Act. It does not include convictions registered under municipal by-laws for illegal parking, etc.

**Financial Responsibility Suspensions Applied in Calendar Year 1952
As Compared with 1951**

| OFFENCE | 1951 | 1952 | % of Total | % of Increase |
|--|---------------|---------------|---------------|---------------|
| Speeding | 47 | 45 | 0.23 | -13.4 |
| No driver's licence | 936 | 787 | 3.97 | -4.3 |
| Improper lights | 49 | 54 | 0.27 | 10.2 |
| Defective brakes | 250 | 263 | 1.33 | 5.2 |
| Improper turning, signalling, etc. | 1,535 | 1,682 | 8.48 | 9.6 |
| Failing to report an accident | 285 | 276 | 1.39 | -3.2 |
| Careless driving | 5,539 | 5,079 | 25.61 | -8.0 |
| Reckless or dangerous driving | 628 | 544 | 2.74 | -13.4 |
| Leaving scene of accident | 875 | 997 | 5.03 | 13.9 |
| Drunk driving | 1,954 | 1,312 | 6.62 | -32.0 |
| Driving while ability impaired (1) | 736 | 4,582 | 23.11 | 522.5 |
| Theft of motor vehicles | 548 | 537 | 2.71 | -2.0 |
| Motor manslaughter (2) | 15 | 10 | 0.05 | -33.3 |
| Criminal negligence | 1 | 2 | 0.01 | 100.0 |
| Driving while licence suspended | 211 | 300 | 1.51 | 42.2 |
| Other offences | 182 | 110 | 0.53 | -40.1 |
| Failure to satisfy judgment | 621 | 982 | 4.95 | 58.1 |
| Cancellation of proof of F.R. (3) | 2,005 | 2,273 | 11.46 | 13.4 |
| TOTAL | 16,415 | 19,853 | 100.00 | 20.9 |

- indicates percentage decrease.

(1) A new offence under the Criminal Code (Canada) which became effective July 1, 1951.

(2) Suspension applied upon committal for trial. It does not necessarily follow that convictions were registered in all cases.

(3) Proof of financial responsibility was filed but was cancelled before two years had expired.

**Financial Responsibility Suspensions Applied in Calendar
Year 1952 as Compared with Average for Previous Five Years**

| OFFENCE | 5 Year Average 1947-1951 | 1952 | % Increase |
|--|-----------------------------|---------------|-------------|
| Speeding | 53 | 45 | -15.1 |
| No driver's licence | 755 | 787 | 4.2 |
| Improper lights | 46 | 54 | 17.4 |
| Defective brakes | 213 | 263 | 23.5 |
| Improper turning, signalling, etc. | 1,105 | 1,682 | 52.2 |
| Failing to report an accident | 214 | 276 | 29.0 |
| Careless driving | 4,717 | 5,079 | 7.7 |
| Reckless or dangerous driving | 684 | 544 | -20.5 |
| Leaving scene of accident | 713 | 997 | 39.8 |
| Drunk driving | 1,446 | 1,312 | -9.3 |
| Driving while ability impaired (1) | | 4,582 | |
| Theft of motor vehicles | 514 | 537 | 4.5 |
| Motor manslaughter | 13 | 10 | -23.1 |
| Criminal negligence | 2 | 2 | ... |
| Driving while licence suspended | 143 | 300 | 109.8 |
| Other offences | 168 | 106 | -35.9 |
| Failure to satisfy judgment | 362 | 982 | 171.3 |
| Cancellation of proof of F.R. | 1,239 | 2,273 | 83.4 |
| TOTAL | 12,387 | 19,831 | 60.1 |

- indicates percentage decrease.

(1) A new offence under the Criminal Code (Canada) which became effective July 1, 1951.

Financial Responsibility Suspensions Rescinded in Calendar Year 1952

| OFFENCE | F.R. filed | Expired* | Cancelled† | Total |
|--|------------|----------|------------|--------|
| Speeding..... | 28 | 14 | 5 | 47 |
| No driver's licence..... | 274 | 189 | 13 | 476 |
| Improper lights..... | 43 | 7 | 5 | 55 |
| Defective brakes..... | 141 | 47 | 1 | 189 |
| Improper turning, signalling, etc..... | 1,292 | 142 | 21 | 1,455 |
| Failure to report an accident..... | 148 | 49 | 7 | 204 |
| Careless driving..... | 3,276 | 867 | 31 | 4,174 |
| Reckless or dangerous driving..... | 257 | 282 | 5 | 544 |
| Leaving the scene of an accident..... | 493 | 179 | 8 | 680 |
| Driving while ability impaired..... | 2,041 | 2 | 5 | 2,048 |
| Drunk driving..... | 701 | 501 | 6 | 1,208 |
| Theft of motor vehicles..... | 36 | 126 | 3 | 165 |
| Criminal negligence..... | 1 | 5 | .. | 6 |
| Motor manslaughter..... | 2 | 1 | .. | 3 |
| Driving while licence suspended..... | 33 | 74 | 1 | 108 |
| Operating record..... | .. | 42 | .. | 42 |
| Other offences..... | 94 | 55 | 10 | 159 |
| Failure to satisfy judgment..... | 136 | 24 | 39 | 199 |
| Cancellation of proof of F.R..... | 942 | 591 | 12 | 1,545 |
| TOTAL..... | 9,938 | 3,197 | 172 | 13,307 |

This table includes suspensions applied prior to 1952.

* Expired—Proof of financial responsibility not filed but suspensions were in effect for at least two years.

† Cancelled—Suspensions revoked because convictions quashed upon appeal, inaccurately reported by the courts, etc.

Financial Responsibility Suspensions Applied in 1952 Which Were Rescinded During the Year upon the Filing of an Insurance Certificate or Other Evidence of Ability to Pay Judgments

| OFFENCE | Applied | Rescinded | Percentage Rescinded |
|---|---------|-----------|----------------------|
| Speeding..... | 45 | 28 | 62.2 |
| No driver's licence..... | 787 | 274 | 34.8 |
| Improper lights..... | 54 | 43 | 79.6 |
| Defective brakes..... | 263 | 141 | 53.6 |
| Improper turning, passing, signalling, stopping, etc. Sec. 41, H.T.A..... | 1,682 | 1,292 | 76.8 |
| Failure to report accident..... | 276 | 148 | 53.6 |
| Careless driving..... | 5,079 | 3,276 | 64.5 |
| Reckless or dangerous driving..... | 544 | 257 | 47.2 |
| Leaving scene of accident..... | 997 | 493 | 49.4 |
| Drunk driving..... | 1,312 | 701 | 53.4 |
| Theft of motor vehicles..... | 537 | 36 | 6.7 |
| Impaired driving..... | 4,582 | 2,041 | 44.5 |
| Criminal negligence..... | 2 | 1 | 50.0 |
| Motor manslaughter..... | 10 | 2 | 20.0 |
| Driving while licence suspended..... | 300 | 33 | 11.0 |
| Other offences..... | 106 | 94 | 88.7 |
| Failure to satisfy judgment..... | 982 | 136 | 13.8 |
| Cancellation of proof of F.R.*..... | 2,273 | 942 | 41.4 |
| TOTAL..... | 19,831 | 9,938 | 50.1 |

*Proof of financial responsibility was filed, cancelled and again filed.

**Suspensions Applied by Courts and Department
For Definite Periods Calendar Year 1952**

| PERIOD | NUMBER |
|---------------------------------|--------------|
| Up to three months..... | 1,675 |
| Three months to six months..... | 786 |
| Six months to one year..... | 244 |
| One year to two years..... | 66 |
| Two years to three years..... | 57 |
| TOTAL | 2,828 |

In addition to the definite periods indicated these suspensions are effective until proof of financial responsibility is filed.

Type of Financial Responsibility Filed in 1952

| TYPE | NUMBER |
|---|--------------|
| Vehicle policy insurance certificates..... | 7,870 |
| Driver's policy insurance certificates..... | 1,906 |
| Fleet policy insurance certificates..... | 135 |
| P.C.V. or P.V. insurance certificates..... | 22 |
| Surety or personal bonds..... | 2 |
| Money or securities..... | 3 |
| TOTAL | 9,938 |

**Suspensions Applied and Rescinded Pursuant to Discretionary Authority
Vested in Minister under Highway Traffic Act**

| CAUSE | Applied | | Rescinded | |
|--|------------|------------|-----------|------------|
| | 1951 | 1952 | 1951 | 1952 |
| Operating record..... | 41 | 72 | 7 | 9 |
| Unsatisfactory vision and or driving certificates..... | 159 | 315 | 40 | 82 |
| Mental condition..... | 345 | 367 | 12 | 23 |
| Physical condition..... | 56 | 73 | 8 | 6 |
| TOTAL | 601 | 827 | 67 | 120 |

ONTARIO
UNSATISFIED JUDGMENT FUND
STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND
PERIOD JULY 1, 1947—MARCH 31, 1953

| PAYMENTS IN | | | | PAYMENTS OUT | | | | | | | | | | |
|-----------------------------------|--------------|--------------------|--------------|-------------------|--------------|----------------|-----------|--------------|-------------------|------------|----------------|------------|-------------------------|--------------------|
| Period | By Fees | By Repay- ments | Total | CLASS A JUDGMENTS | | | | | CLASS B JUDGMENTS | | | | | |
| | | | | No. | Amount | Taxed Costs | Interest | Total | No. | Amount | Taxed Costs | Total | Total paid out (A+B) | Balance in Fund |
| | \$ | \$ | \$ | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| July 1, 1947, to Mar. 31, 1948 | | | | 3 | 2,028.00 | 850.78 | 31.39 | 2,910.17 | 1 | 500.00 | 191.50 | 691.50 | 3,601.67 | |
| April 1, 1948 | | | | | | | | | | | | | | |
| Mar. 31, 1949 | 477,850.00 | 1,178.42 | 479,028.42 | 89 | 161,686.83 | 38,203.69 | 1,727.11 | 201,617.63 | 15 | 44,229.16 | 5,996.42 | 50,225.58 | 251,843.21 | 223,583.54 |
| April 1, 1949 to April 1, 1950 | 673,020.00 | 10,897.87 | 683,917.87 | 233 | 357,146.66 | 96,556.11 | 7,525.69 | 461,228.46 | 30 | 68,118.29 | 11,566.41 | 79,684.70 | 540,913.16 | 366,588.25 |
| April 1, 1950 to Mar. 31, 1951 | 738,128.00 | 22,025.12 | 760,153.12 | 262 | 469,313.43 | 121,070.39 | 10,428.52 | 600,812.34 | 43 | 109,776.08 | 22,623.57 | 132,399.65 | 733,211.99 | 393,529.38 |
| April 1, 1951 to Mar. 31, 1952 | 757,160.00 | 32,909.77 | 790,069.77 | 346 | 672,523.22 | 163,217.86 | 17,539.02 | 853,280.10 | 34 | 110,050.85 | 19,243.38 | 129,294.23 | 982,574.33 | 201,024.82 |
| Mar. 31, 1952 to April 1, 1953 | 1,523,109.50 | 44,618.12 | 1,567,727.62 | 402 | 872,822.29 | 224,444.26 | 22,666.55 | 1,119,933.10 | 34 | 77,532.91 | 16,557.10 | 94,090.01 | 1,214,023.11 | 554,729.33 |
| Treasury Loan | | | 650,000.00 | | | | | | | | | | 650,000.00* | |
| TOTALS | 4,169,267.50 | 111,629.30 | 4,330,896.80 | 1,335 | 2,535,520.43 | 644,343.09 | 59,918.28 | 3,239,781.80 | 157 | 410,317.29 | 76,178.38 | 486,385.67 | 4,376,167.47 | |

Class "A" judgment is one recovered against a known owner and/or driver which was uncollectable and may include damage for both personal injury and property damage.

*Repayment of Treasury Loan.

Class "B" judgment is one recovered against the Registrar of Motor Vehicles for personal injuries received in so called "Hit and Run" accidents, where the motor vehicle causing the accident was not identified.

UNSATISFIED JUDGMENT FUND
FISCAL YEAR STATEMENT APRIL 1, 1952 — MARCH 31, 1953

| | | | |
|--|---------------|--|----------------|
| Balance Carried Forward April 1, 1952..... | \$ 201,024.82 | To payment of 402 Class A judgments (1)..... | \$1,119,933.10 |
| By Fees (3)..... | 1,523,109.50 | To payment of 34 Class B judgments (2)..... | 94,090.01 |
| By Treasury Loan..... | 650,000.00 | Repayment of Treasury Loan..... | 650,000.00 |
| By repayments into Fund (4)..... | 44,618.12 | Balance in Fund, March 31, 1953..... | 554,729.33 |

\$2,418,752.44

(1) Class "A" judgment is one recovered against a known owner and/or driver which was uncollectable and may include damage for both personal injury and property damage.

(2) Class "B" judgment is one recovered against the Registrar of Motor Vehicles for personal injuries re-

ceived in so called "Hit and Run" accidents, where the motor vehicle causing the accident was not identified.

(3) A fee collected annually from each person issued an operator's or chauffeur's licence.

(4) Money collected from judgment debtors in repayment of judgments paid out of the Fund.

Report of the Public Vehicles Division

The work of this Division relates to the administration of the Public Vehicles and Public Commercial Vehicles Acts, the issuance of licences and collection of fees, the maintenance of records of such vehicles and the supervision of their widespread operations on the highways of the Province.

The tremendous growth in the use of the commercial motor vehicle as a flexible and economical form of transportation has added greatly to the volume of work and the responsibilities of the Division each succeeding year.

In the five years between 1948 and 1952 the number of public commercial vehicles in operation increased from 12,062 to 17,533 or 45.4 per cent. During the same period, the number of public vehicles in operation to transport children to and from school increased from 1,138 to 1,731—an increase of 52 per cent.

A further extension of the work of the Division followed the amendment to the Regulations, under the Public Commercial Vehicles Act, which became effective on July 1st, 1952. This amendment provided for the issuance of Class "L" licences to persons engaged solely in the business of transporting freight in bond, through Ontario, between Michigan and New York States. The regulations applying to such operations provide for exemption from registration and public commercial vehicle licences however permits are issued for each trip operated for a fee of \$7.00. These permits, through an arrangement with the Federal Department of Customs, are issued by the customs officers at the ports of entry.

Class "L" licences are issued only to persons holding the required licence from the Interstate Commerce Commission, authorizing the transportation of freight between the two states mentioned. Passage of vehicles is not permitted on Sundays or holidays and is limited to ten trips on each of the other days. Operators must also be bonded with the Federal Department of Customs.

During 1952 all members of the inspection staff of the Division were fitted with uniforms which have undoubtedly generated more respect for the men and facilitated their proper functioning as officers of the Department.

With the growth in the transport industry there has come the recognition by the majority of operators that good public relations are essential to the continued success of their business. This viewpoint has caused the majority of operators to give more attention to the selection, training and supervision of their drivers and the voluntary observance of the laws. These efforts have benefitted not only the operators and the public but have resulted in a desirable co-operation with the Branch which we are glad to recognize.

A statistical picture of the work of the Public Vehicles Division over the past five years is given by the tables on the following pages:

Number of Public Commercial Vehicle Operating Licences Issued

| CLASS OF LICENCE | 1948 | 1949 | 1950 | 1951 | 1952 | % Change |
|------------------|-------|-------|-------|-------|-------|-------------|
| A | 256 | 255 | 246 | 223 | 229 | 2.7 Inc. |
| B | 24 | 41 | 41 | 39 | 35 | 0.1 Dec. |
| C | 741 | 689 | 647 | 596 | 608 | 2.0 Inc. |
| D | 295 | 316 | 357 | 387 | 358 | 7.5 Dec. |
| E | 689 | 674 | 722 | 758 | 719 | 5.1 Dec. |
| F | 2,289 | 2,474 | 2,552 | 2,712 | 2,913 | 7.4 Inc. |
| FS | 182 | 278 | 315 | 318 | 330 | 3.8 Inc. |
| H | 149 | 154 | 153 | 152 | 158 | 3.9 Inc. |
| K | ... | ... | 58 | 69 | 81 | 17.4 Inc. |
| L | ... | ... | ... | ... | 21 | ..... |
| TOTAL | 4,643 | 4,881 | 5,091 | 5,254 | 5,452 | 3.8 Inc. |

Number of Public Commercial Vehicles Licensed

| CLASS OF LICENCE | 1948 | 1949 | 1950 | 1951 | 1952 | % Change |
|------------------|--------|--------|--------|--------|--------|-------------|
| A..... | 4,390 | 4,861 | 5,605 | 6,084 | 6,548 | 7.6 Inc. |
| B..... | 66 | 67 | 69 | 71 | 70 | ..... |
| C..... | 1,860 | 1,868 | 1,997 | 2,092 | 2,132 | 1.9 Inc. |
| D..... | 1,026 | 1,181 | 1,515 | 1,765 | 2,172 | 23.0 Inc. |
| E..... | 921 | 945 | 975 | 959 | 997 | 4.0 Inc. |
| F..... | 3,026 | 3,277 | 3,489 | 3,504 | 4,242 | 21.1 Inc. |
| FS..... | 278 | 395 | 451 | 494 | 515 | 4.2 Inc. |
| H..... | 495 | 508 | 563 | 609 | 681 | 11.8 Inc. |
| K..... | ... | ... | 118 | 134 | 176 | 31.3 Inc. |
| TOTAL..... | 12,062 | 13,102 | 14,782 | 15,712 | 17,533 | 11.6 Inc. |

Public Vehicle Operating Licences Issued

| | 1948 | 1949 | 1950 | 1951 | 1952 | % Change |
|--------------------------------|-------|-------|-------|-------|-------|-------------|
| P.V. licences..... | 217 | 226 | 227 | 233 | 234 | ..... |
| P.V. (school) licences..... | 906 | 1,033 | 1,177 | 1,345 | 1,345 | ..... |
| TOTAL..... | 1,123 | 1,259 | 1,404 | 1,578 | 1,579 | ..... |

Public Vehicles Licensed

| | 1948 | 1949 | 1950 | 1951 | 1952 | % Change |
|--------------------------------|-------|-------|-------|-------|-------|-------------|
| P.V. licences..... | 2,500 | 2,682 | 2,754 | 2,832 | 2,738 | 3.3 Dec. |
| P.V. (school) licences..... | 1,138 | 1,320 | 1,409 | 1,651 | 1,731 | 4.8 Inc. |
| TOTAL..... | 3,638 | 4,002 | 4,163 | 4,483 | 4,469 | 0.3 Dec. |

BINDING FEB 10 1970

